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See Advert. Page 16

MODERN TRANSPORT

"THE TIMES" OF THE TRANSPORT WORLD

INDUSTRIAL
RECESSION
HITS
RAILWAYS

See Pages 2 and 3

VOL. LXXX No. 2068 [*Registered at the G.P.O. as a newspaper*] LONDON, NOVEMBER 15, 1958 PRICE NINEPENCE

CURRENT TOPICS

The Institute's Anniversary

EVIDENCE of the growth of the Institute of Transport was shown last Tuesday by the record attendance at its anniversary luncheon which filled to capacity the grand hall at the Connaught Rooms. Paying the usual tribute to foundation members—seven of the remaining few were present and were welcomed—the president, Major-General G. N. Russell, pointed out that the event was being celebrated eight days later than the inaugural luncheon, which took place on November 3, 1919. He made appreciative reference to the presence of present and past Ministers of Transport—in the persons of Mr. Harold Watkinson, Lord Ogmore (who represented the Civil Aviation branch), Mr. A. T. Lennox-Boyd (now Colonial Secretary) and the veteran Mr. Herbert Morrison, whose interest in transport was of long standing. But, as the president pointed out, it was largely a Canadian occasion, marked by the presence of several citizens of that country, including six agents-general and the European general managers of the Canadian Pacific and Canadian National Railways. This was not surprising as the feature of the luncheon was an address by the president of the C.P.R., who had crossed the Atlantic on purpose to fulfil that task. Forcefully and succinctly Mr. Norris R. Crump described the birth of the C.P.R. in 1881 and its subsequent construction and progress in face of a chorus of scepticism and foreboding.

Canada's Example

AT a time when the future of railways in this and other countries is being similarly questioned it is well to look back upon the early difficulties and achievements of such a mighty enterprise as the Canadian Pacific, and elsewhere in this issue we have devoted some space to Mr. Crump's interesting address. Today, as he pointed out, this undertaking plays a notable part in Anglo-Canadian commercial relations. Almost 66 per cent of the control, measured in voting stock, rests in Britain and other Commonwealth countries. The largest single block of the voting stock remains in Britain, to the tune of some 47 per cent, 25 per cent being in the United States, and 18 per cent in Canada. This substantial investment creates a constant flow of dollars to the United Kingdom; over the last five years Canadian Pacific has provided 15 million dollars annually to service sterling debt and to pay dividends on its capital stock. In addition, it has made a significant contribution in terms of trade, Canadian Pacific purchases in the U.K. over the same period having averaged over 14 million dollars a year, ranging from ocean liners and aircraft to innumerable small items. No wonder Mr. Crump felt this gigantic transport concern was an outstanding example of the benefits to be derived from private enterprise.

Coach v. Train

DEALING with the state of railway finances (the subject of a leading article on page 2) the *Manchester Guardian* was despondent of the success of the railway modernisation scheme in view of motorways and air transport progress. In particular, it was suggested that the motor coach could do all the railways do for passengers cheaper. Sir Reginald Wilson, member of the British Transport Commission, was quick to counter this sentiment in a letter to our northern contemporary. "Your leader," he wrote, "is perhaps influenced by one of the oldest fallacies in transport economics. It is simply *not* true to say that the motor coach is a cheaper form of long-distance transport than the railway. If we work it out in terms of seat-miles of service offered, the railway seat-mile will cost less than the seat-mile in a coach. Why, then, is the railway passenger asked to pay more than the coach passenger? The answer is simple enough. If the railways severely rationed the number of trains they ran and sold all the seats as far as possible in advance, the trains would have far fewer empty seats; the load being doubled let us say, the fares could be halved; the railways would benefit and so would some of the customers. The people who would lose (in another but quite real sense) would be the very great number of travellers who can, in present circumstances, rely on the fact that they will almost certainly be able to get a seat on a certain train without booking and paying weeks ahead; and the country as a whole would lose because the great surges of traffic natural in any modern society would find no transport awaiting them, since the railways would run only that scale of service in the peak periods which would also be reasonably full in off-peak." Sir Reginald concluded by attributing this to the protection of the licensing system. Coach operators would hark back to 1931 and blame it on the restrictions secured by the railways on their legitimate ambitions.

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Stopping London's Traffic

WE have held strong views about the interruption caused to London traffic by ceremonial occasions since finding ourselves, with an urgent cross-city bus journey, diverted by a military procession just after the 1914-18 war into an inextricable traffic jam in the Clerkenwell Road. It is therefore with particular pleasure that we record that the Court of Common Council of the City of London has approved a report of the Court of Aldermen that the Lord Mayor's Show should in future take place on the second Saturday of November, which will avoid the impasse it causes in most years when it falls on some day between Monday and Friday. The amendment of Section 223 of the Supreme Court of Judicature Act, 1925, will be sought in order to provide that the Lord Mayor goes to the Law Courts to make his statutory declaration of office before the Judges of the Queen's Bench on the second Saturday in November instead of on November 9. This will necessitate the amendment of Section 4 of the Calendar Act, 1751, to provide that the admission of the Lord Mayor-elect as Lord Mayor shall take place at Guildhall on the Friday previous instead of on November 8. If such legislation is obtained, it is intended to hold the Lord Mayor's banquet on the Monday after the presentation at the Law Courts. This will remove one obstruction at least—even though an occasion of well-beloved pageantry—from the City streets in business hours.

Central Direction Urged

ANOTHER move in the right direction is advocated by the Standing Joint Committee of the motoring organisations—the Automobile Association, Royal Automobile Club and Scottish Royal Automobile Club—in a statement to the Royal Commission on Local Government in Greater London. It is pointed out that there are three aspects in London traffic administration—road construction, traffic regulation, and enforcement. The last mentioned, it was stated, was primarily a matter for the police, but responsibility for traffic problems generally was divided between at least four bodies—Ministry of Transport, London and Home Counties Traffic Advisory Committee, the local authority, and police. Other authorities, such as the L.C.C. and other county authorities, and the Metropolitan Traffic Commissioner, might also be concerned in particular instances. "The matter is further complicated by the fact that there are 127 highway authorities in the London traffic area, whose views and wishes always carry considerable weight as regards proposals affecting their areas of responsibility. In these circumstances it is not surprising that plans for dealing with London's traffic problems tend to be introduced in an unrelated fashion, without any broadly conceived pattern on which to base a programme of road development and traffic regulation commensurate with the needs of the Metropolis." The Standing Joint Committee urges a review of the complicated machinery for handling London's traffic problems. Plans for road transport, rail transport, building development and parking accommodation should all be carefully co-ordinated. It should not be possible for the value of an improvement in one area to be largely nullified by the policy of a neighbour.

Modernising Motive Power

THIS week the Royal Society of Arts has heard from Mr. Cecil J. Allen a review of the motive power and operating aspects of railway modernisation — the greatest opportunity of technical advance that the railways of Britain have enjoyed, as he put it. Steam traction on railways in some other countries is already at an end or nearly so and many would regret the disappearance of this wonderful servant for sentimental reasons but the decision to abandon it was inescapable. With the higher speeds contemplated adequate power could not be developed in the confines of our narrow loading gauge, but a more important reason for change was that the steam locomotive was an inefficient user of coal; the best qualities of coal are no longer available for locomotive use; it stands idle while the fire is prepared and cleaned; and there is increasing difficulty in recruiting labour for manning and maintaining steam locomotives. Smokeless zone ordinances are also contravened by the steam locomotive. On the other hand, electric traction offered exact predictability of operation; single manning on shorter runs; more comfortable driving conditions; absence of smoke; no use of fuel while standing and immediate readiness for service; multiple-unit working, permitting power to be proportioned to load; and a considerable increase in power output per ton of engine weight, of advantage to track maintenance although partially offset by smaller driving wheels and non-springborne axle-loading. Diesel traction had similar advantages. Both electric and diesel traction had the drawback of high cost of equipment. Standardisation of diesel equipment by a consortium of manufacturers might have offered a means of reducing this by making quantity production possible.

Level Crossing Protection

LEVEL crossings have long been a source of expense to the railways and frequently of irritation to road users. In his annual report, published about a month earlier than usual and reviewed in our last issue, Brigadier C. A. Langley, Chief Inspecting Officer of Railways, states that on British Railways there are 19,701 private occupation crossings and 4,386 gated and guarded public level crossings. The former accounted for most of the 53 collisions with road vehicles during 1957, and the slight decrease in their number—there were 58 in 1956—despite the continued increase in motor traffic, may suggest that more care is now being taken by road users and farm workers. At the public crossings, where in general a high standard of safety was maintained, there were only nine collisions with road vehicles. The report points out that the problem of keeping to this high standard has in recent years become more complex owing to the difficulty of finding suitable staff and of arranging for competent reliefs; the cost of attendance at many of the crossings is also out of all proportion to the road traffic using them. Under its 1957 Act the Transport Commission received powers to replace manned gates at level crossings either by half barriers, worked automatically by the trains, or by full-length barriers operated from near the crossing or remotely from a signalbox. New provisional safety requirements for certain of these types of level crossing have been issued. Some schemes have already been submitted for the Minister's approval and others are under preparation.

Railko's New Home

VISITS arranged by Birfield Industries, Limited, during the past week to the new High Wycombe factory of its recently acquired company, Railko, Limited, will have given the many participants from the railway industry a fresh insight into the development and production of the fabric liners now widely specified for various applications in railway vehicles. Railko is a non-metallic anti-friction material — or more correctly a whole range of materials, for its constituent fibres, resins and friction modifiers can be selected to provide one or more specific properties to overcome specific problems—with a long development history that we hope to outline in an article on the new factory in a future issue. Railko was first fitted to a locomotive in India to check front-end hunting which had been considered the cause of a crash in 1935. It proved successful and by 1939 large quantities were being supplied for fitting to XA, XB and XC 4-6-2 locomotives in India, and its use had become general elsewhere in such functions as bogie centre liners, side bearers, bolster rubbing plates, brake gear and spring hanger bushes and so on. The material has also found wide application in the steel and metal industries, for which the Railko design technical staff now frequently contributes its specialised knowledge right from the start of new projects. A similar service exists to advise on railway vehicle applications and the recent visits will have publicised the service to railway engineers and illustrated its benefits.

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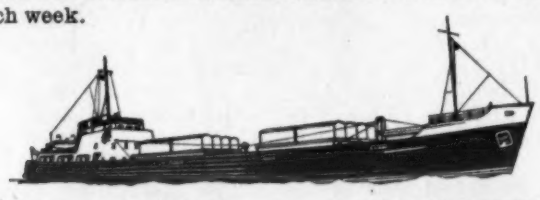
Door to Door container service to and from Northern Ireland by British Railways

Two new ships specially designed for the rapid handling of door-to-door railway container traffic are now in service between Heysham and Belfast. They are the M.V. "Container Enterprise" and the M.V. "Container Venturer".

The addition of these two highly specialised vessels will speed up and still further improve British Railways door-to-door freight services between Great Britain and Northern Ireland. There are a total of 18 scheduled sailings each week.



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Full information from Station & Quay Superintendent, Heysham Harbour, Lancs. (Heysham 73) Shipping Traffic Superintendent, 20 Donegall Quay, Belfast (Belfast 28061) Irish Traffic Officer, Euston Station, London N.W.1 (EUSton 1234 Ext. 526) or any British Railways Station.

BRITISH RAILWAYS

PIONEERS IN LARGE SCALE CROSS-CHANNEL CONTAINER TRANSPORT

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Railway Finances

RAILWAYS in densely populated countries have not had their day yet, despite the manifest advantages for so many purposes of motor transport and the need, repeatedly stressed in these columns, of motorways—indeed, of a motorway network extending into the cities and not merely of the disconnected pieces now in process of construction. The railway, in fact, provides an ideal means of low-cost haulage when loaded to capacity. So much is this so that it produced world-wide industrial expansion and the economic development of America, Australia and Africa within a century of its marriage with steam power in 1825. With growing road congestion it is probable that had the railway not already been evolved its invention and introduction today would have resulted from the deliberations of a specialist research team. It is a mass-production transport machine vital to our economy in Britain, despite the valuable services of motor vehicles and aircraft in inland transport. It thrives on bulk traffics and hence the steady fall in the flow of raw materials of basic industry experienced this year has dealt British Railways a severe blow which has unduly enlarged the deficit already anticipated. The reverse, though temporary, is a serious one and calls for speedy treatment.

Shortfall

IT therefore fell to Sir Brian Robertson, chairman of the British Transport Commission, to advise the Minister of Transport by letter of September 29 that although the target for 1958 for British Railways was a reduction of the deficit to £55 million, the shortfall in gross receipts as compared with the anticipated £505 million is likely to be not less than £30 million, so that the Commission's deficit for the year may be of the order of £85 million. Of the £250 million of deficit borrowings authorised by the Transport (Railway Finances) Act, 1957, £118 million has been borrowed in respect of the years 1956 and 1957. If the deficit for 1958 proves to be roughly £85 million the total borrowings for this purpose would exceed £200 million; in that case the present powers would run out in 1959, whereas they were intended to sustain the Commission until the railway modernisation plan begins to pay off in 1961-62. Sir Brian showed that the fall in traffic receipts in the first 36 weeks of 1958, compared with the Commission's budget estimates, was over £18 million or 5½ per cent. Passenger receipts had receded by no more than £1.3 million or 1½ per cent, but total freight had shrunk by £16.7 million or 7 per cent. The fall in demand for coal, which normally provides over 40 per cent of railway freight receipts, has had a serious effect, while in the second quarter of 1958 iron ore production at home was 20 per cent down and imported ore consumption in pig iron manufacture 15 per cent down, with comparable effect on railway carryings. The fall in coal and mineral traffic is at the rate of £600,000 a week compared with last year, or roundly £30 million a year.

Economies

VALIANT efforts are being made on the railways to cope with a situation in which traffic is not being lost to competitors but is just not there to carry. Area board budgets were revised early this year to reduce the deficit to £55 million, a figure broadly in accord with the White Paper forecast. This was a £14 million curtailment, and a drive was made towards staff reductions, less overtime and Sunday working, reduction of wagon stock and a limited deferment of maintenance. Further savings at the rate of £6 million a year were necessitated by the wages agreement in May. By August a staff reduction of 17,000, or 3 per cent, had been made. The wagon fleet was reduced to just over one million, a reduction of 57,000, or 5 per cent. During 1958, 52 withdrawals of passenger or freight services, or both, will have been submitted, with estimated net annual savings of £1½ million, including £600,000 anticipated from the M. and G.N. closure. About 35 cases of all kinds, including some bigger and more important proposals, will be submitted to the consultative committees between now and June, 1959. A saving of 11 per cent in steam passenger train-mileage has been made, and a smaller saving in electric mileage; there is an increase of 61 per cent in diesel train-mileage, leaving a net reduction of 2 per cent. Freight train-mileage is down by 5 per cent, due to falling traffic and partly to economies. The working expenses are running very near to the budgeted figure, but the target for 1959 will be a saving of a further £20 million. In the meantime, modernisation is beginning to show excellent results, such as the 55 per cent increase in receipts from the Hampshire diesel-electric scheme, the 112 per cent rise on Tees-side, and the doubled traffic on the electrified Southend line. The steel industry looks on its setbacks as only temporary and the Coal Board is confident of the recovery of the industrial coal and coke markets.

Discipline

ALTHOUGH Mr. Harold Watkinson admitted in his reply on October 30 that the financial position of the Commission is due to external causes, he felt it necessary to add that "continued repetition would impair financial discipline and confidence in the financial future of the railways. Nor can the Government envisage an indefinite extension of the time when the Commission will break even." The Government has decided that the best course to meet the immediate position is to advance the necessary funds under the Act of 1957. The future is to be considered in connection with the general question of the limits on the borrowing powers of the Commission. The Government will also consider how far it might be practicable to provide for more rapid completion of at least parts of the modernisation plan. "The scale and pace of the different parts of the plan will now also need to be looked at in the light of your proposals for speeding up economies, as well, of course, as in relation to the scale of public investment as a whole." If railways are essential, then they must be assisted and encouraged pending completion of their modernisation which, as the Minister last week told the Retired Railway Officers' Society, ought to have been started in the late forties rather than the middle fifties. "Financial discipline" is of course necessary, but the implication of any lack of effort on the part of the Commission is unreasonable. There ought to be greater official recognition of the difficulty of steering a course between the constant demand for higher wages and the public's sensitiveness to increased charges—between the need for pruning costly services and the insistence upon their continuance with the support, as in the case of London Transport, of a users' consultative committee. The Government cannot have it both ways; either it must give the Commission a free hand to put its house in order or it must continue so long as necessary to give financial assistance, but without demur and without the passing of pious platitudes as a sop to back benchers.

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Forthcoming Events

November 17.—Institute of Transport (Humberside). Paper by Mr. J. H. Bustard, "Transport Ferry Service." At Samman House, Bowlalley Lane, Hull. 7.30 p.m.

Institute of Transport. Paper by Mr. H. Scrutten for Mr. A. Hartley, "Transportation by Pipeline." At 66 Portland Place, W.1. 5.45 p.m.

Institute of Transport (Sussex). Paper by Mr. J. A. Birks, "Platform Staff and Passenger." At Arlington Hotel, Brighton. 6.30 p.m.

Institute of Road Transport Engineers (Scottish). Paper by Dr. F. J. Wallace, "The Free Piston Gasifyer with Special Reference to Vehicle Application." At North British Hotel, Princes Street, Edinburgh. 7.30 p.m.

November 18.—Institute of Transport (West Middlesex). Paper by Mr. K. M. Woodward-Fisher, "Transportation Aspects of River Lighterage." At Control Tower Building, London Airport. 5.45 p.m.

Institute of Transport (Scottish). Paper by Mr. A. R. Dunbar, "American Visit." At 46 Bath Street, Glasgow. 6 p.m.

Institute of Road Transport Engineers (North Region, North West Counties). Paper by Mr. R. C. Nicholls, "Is Lubrication Necessary?" At Victoria and Station Hotel, Preston. 7.30 p.m.

Institute of Transport (Metropolitan G. and S.). Annual general meeting and paper by Mr. J. W. Swann, "The Expeditious Movement of Passengers and Baggage Before and After Flight." At 80 Portland Place, W.1. 6.15 p.m.

Industrial Transport Association. Paper by Mr. G. H. Eyles, "The Accident Problem and a Suggested Cure." At Royal Society of Arts, John Adam Street, W.C.2. 6.30 p.m.

November 19.—Institute of Transport (Swindon). Paper by Mr. W. J. Conduit, "The Permanent Way." At Town Hall, Swindon. 7.30 p.m.

Permanent Way Institution. Paper by Mr. E. G. Brentnall, "Level Crossings." At 222 Marylebone Road, N.W.1. 5.45 p.m.

Institute of Traffic Administration (Bristol and South Western). Paper by Mr. F. D. Arney, "Port Authority Organisation." At Grand Hotel, Bristol. 7.30 p.m.

November 20.—Institute of Transport (Bournemouth-Poole). Paper by Mr. D. A. Cameron, "Electrical Accessories in the Transport Industry." At Town Hall, Bournemouth. 5.30 p.m.

Institute of Transport (Northern Ireland). Paper by Captain R. Ellis, "Air Traffic Control—A Day in the Life of a Civil Air Pilot." At 21 Linenhall Street, Belfast. 6 p.m.

Institute of Road Transport Engineers (Metropolitan). Paper by Mr. P. H. Wyke-Smith, "Taking Stock on Maintenance." At Royal Society of Arts, John Adam Street, W.C.2. 6.30 p.m.

Institute of Road Transport Engineers (Yorkshire). Paper by Mr. E. Kellett, "The Design of Radial-Flow Turbo-Chargers and their Application to Road Transport and Public Service Vehicles." At Great Northern Hotel, Leeds, 1. 7.30 p.m.

Diesel Engineers and Users Association. Paper by Mr. W. A. Green, "Notes on the Jerk System of Fuel Injection." At Institution of Marine Engineers, 76 Mark Lane, E.C.3. 2.30 p.m.

Institution of Railway Signal Engineers. Paper by Mr. W. A. Hardman, "Prefabrication Applied to Railway Signalling Installation." At Institution of Electrical Engineers, Savoy Place, W.C.2. 6 p.m.

November 21.—Institute of Transport (Tees-Side). Paper by Mr. T. S. Roberts, "Some Impressions of North American Ports." At Cleveland Scientific and Technical Institution, Middlesbrough. 6.30 p.m.

INDUSTRIAL RECESSION HITS RAILWAYS

Still Larger Deficit Now Inevitable

GOVERNMENT ADVANCES TO BE EXTENDED

IN the House of Commons on November 5 the Minister of Transport, in a written answer, reproduced the text of a special report from the chairman of the British Transport Commission regarding the serious fall in freight receipts in recent months due to the recession in the coal and steel industries. As a result of the fall in these bulk traffics the deficit for 1958 was now expected to be £85 million, or about £20 million in excess of the deficit for 1957, said the Minister. Passenger receipts had held up. The B.T.C. report promised that there would be further large reductions in working costs to meet the position and in these circumstances he (the Minister) would be prepared to advance "the necessary funds" to the Commission under the Transport (Railway Finances) Act, 1957.

The following is a resumé of the chairman's report:

The Commission has done its utmost to meet increases in costs and foreseeable declines in revenues, and thus keep within the limits of the financial plan. The serious drop in activity, particularly in heavy industry, in recent months has, however, caused a precipitous fall in the revenues of British Railways quite beyond anything envisaged in the White Paper of 1956. The sum total of all railway traffic receipts for the first 36 weeks shows a decline of over £18 million (5½ per cent) over 1957. Total freight receipts have shrunk by no less than £16.7 million (7 per cent). The preponderance of loss is in coal and minerals. This fall is not due to diversion to other forms of transport. All public transport by rail, road and water, whether nationalised or in private hands, finds the present situation difficult and regards the future as a matter for serious concern.

BRITISH RAILWAYS
Decline in Minerals and Coal and Coke Carried

Week ended 1958		Minerals: Traffic Tons 000	Minerals: Percentage fall on 1957 Per cent	Coal and Coke: Traffic Tons 000	Coal and Coke: Percentage rise or fall on 1957 Per cent
May	4	1,113	−20	3,105	− 8
,,	11	1,024	−20	2,977	− 8
,,	18	1,047	−21	3,144	− 7
,,	25	1,034	−21	3,097	−10
June	1(a)	929	−29	2,459	−27
,,	8	973	−16	2,969	− 7
,,	15(b)	1,017	−12	2,965	+16
,,	22	961	−25	2,895	+10
,,	29	1,043	−23	2,864	−14
July	6	984	−13	2,804	− 4
,,	13	996	−23	2,739	− 3
,,	20	967	−18	2,702	− 1
,,	27	960	−19	2,027	−23
August	3	724	−37	1,526	−29
,,	10	635	−34	1,702	−11
,,	17	913	−17	2,351	−14
,,	24	909	−26	2,632	−10
,,	31	957	−27	2,638	−16
September	7	881	−30	2,710	−11

(a) Whit week 1958; (b) Whit week 1957.

Industrial Recession

In fact, the level of industrial activity in industries vital to the railways is now running below the level of 1956. There has been virtually no increase in coal production, a fall in coal imports and a large increase in undistributed coal stocks. Consequently the tonnage available for transport has fallen when it was expected that it would rise. The railway receipts from coal class traffic provide over 40 per cent of total freight train traffic receipts and, in consequence, the fall in demand for coal has had a serious effect on revenue.

The iron and steel industry is second in importance only to the coal industry in its contribution to railway freight for, in addition to the coal class traffic carried on its behalf, this industry provides about one-fifth of freight train traffic receipts. It was expected that the steady growth of the iron and steel industry would provide additional traffic receipts in the first five years of the modernisation plan. However, towards the middle of 1957 the output of the iron and steel industry ceased to rise. By the end of the year 1957 the decline had already begun, and in the second quarter of 1958, when consumers of steel began to reduce their stocks, there were immediate repercussions throughout the industry.

At the beginning of 1958, carryings of iron ore were only slightly below the 1957 level, but by the second quarter, when home ore production was nearly 20 per cent down, and imported ore consumption in pig iron manufacture about 15 per cent down, railway carryings showed a similar fall. Deliveries of semi-finished steel fell by 15 to 20 per cent and the decline in railway carryings was broadly similar.

The fall in receipts from coal and mineral traffics alone is now at the rate of over £30 million a year. The Commission must work upon the assumption that the present decline in these traffics is a temporary condition, calling for short-term measures.

Revenue and Expenditure in 1958

Early in 1958 the revenue budget proposals for that year were carefully reviewed. As a result, the budgets for the railway regions as finally approved were substantially revised to ensure that the net deficit for 1958 was reduced to £55 million, a figure broadly in line with the forecast given in the White Paper. This involved a reduction of some £14 million in the expenditure proposed by the area boards. An intensive drive was therefore launched to effect further savings in working expenses. Action was taken to effect staff reductions, to curtail overtime and Sunday working, to reduce the wagon stock, to defer a certain amount of repair and maintenance of structures, track and vehicles without incurring an accumulation of deferred maintenance, and to curtail uneconomic train mileage.

Wage increases costing about £10 million in a full year were agreed on the understanding that both sides would mutually play their part in the reduction of railway working expenses, and the Government undertook to increase the capital investment in British Railways in 1958 and 1959 above the restricted limits imposed in October, 1957, and to grant the Commission relief towards the maintenance of road bridges over railways, and of level crossings.

After allowing for the help from the Government and for selective limited increases in fares and charges, further reductions in expenditure at the rate of some £6 million a year were needed to meet the remainder of the cost of the wages agreement and were put in hand.

Economy Measures in 1958

The principal steps taken to reduce expenditure on British Railways, and their results to date, are:

(a) Reduction in staff: The total railway staff in August, 1958, was 563,000, a reduction of 17,000 or 3 per cent on the corresponding period last year; and reduction is continuing. Some 60 per cent of the annual expenditure on British Railways is on salaries and wages.

(b) Reduction in wagon fleet: The total number of wagons in September, 1958, was slightly over one million, a reduction of 57,000 or 5 per cent compared with the corresponding period last year.

(c) Rationalisation of the system: A recent survey of current proposals for the withdrawal of passenger or freight services, or both, from particular sections of railway showed that 52 such proposals had been or were likely to be submitted during 1958, involving estimated net annual savings approaching £1½ million. During the second half of 1958 the drive for economy measures of this nature has been intensified.

(d) Curtailment in train mileage: Substantial cuts in services were effected during the 1958 summer service. Further economies have been made in the 1958 winter train service, the effect of which is:

Average weekly passenger train miles 000's

	Steam	Electric	Diesel	Total	
Winter, 1957-58	2,660	970	358	3,988	
Winter, 1958-59	2,375	950	575	3,900	
(+) or (−)	−285	−20	+217	−88	(2 per cent)

Budget Adhered To

For the first 32 weeks of the year, the working expenses of British Railways are estimated to be within £2 million, or ½ per cent of the revised target for that period. It is expected that the working expenses for the full year will be very near to budget.

A 10 per cent increase in certain charges for merchandise traffic by passenger train on August 1, 1958, produced an estimated yield of £750,000 in a full year. A general increase in passenger fares must await the decision of the Transport Tribunal on the passenger charges scheme lodged on September 1.

Deficit for 1958

For the year 1958 the shortfall in gross receipts is likely to be not less than £30 million. The net receipts from the other activities are not expected to do more than cover their share of central charges. The deficit of the Commission for the year 1958 may accordingly be of the order of £85 million. In a situation such as this, the financial structure of the Commission has the disadvantage compared with other businesses and indeed most other transport undertakings, that the fixed interest on Transport Stock which the Commission has to pay is an expense which has to be met in full each year whatever the earnings may be; there is no equity capital. It has not been possible to build up a general reserve which could be used to meet an emergency.

Of the £250 million of "deficit" borrowings authorised by the Transport (Railway Finances) Act, 1957, £118 million has been borrowed in respect of the years 1956 and 1957. Total borrowing powers in respect of the three years 1956 to 1958 would thus amount to about £200 million. Total borrowing powers in respect of deficits may therefore be exhausted during 1959.

Emergency Corrective Action

The Commission has considered the emergency measures to be taken under two main heads: further reductions in expenditure, and increases in revenue. To reduce expenditure in the present emergency the Commission intends to work towards still greater reductions in installations, including workshops and goods terminals.

Any general increase in British Railways passenger fares (not likely until early in 1959) would have to be very carefully considered in the light of current market conditions: selective increases will be made where possible. An overall emergency increase in freight rates might yield temporary advantages, only to be succeeded by permanent disadvantages. Discussions are in progress with the heavy industries to improve the revenue from certain important flows of bulk and heavy traffics. As far as possible, it is the policy to hold down freight charges in order to encourage traffic.

Modernisation is itself the best way of achieving reductions in expenditure and increases in traffics. Its continuation at the present rate is an essential contribution towards making the railways pay their way. Multiple-unit diesel vehicles now in traffic show such increases in receipts over 1957 as 55 per cent in Hampshire and 112 per cent on Tees-side. Electrification of the Shenfield—Southend line has virtually doubled the traffic. About 35 per cent of the total freight train mileage is now run by trains fitted with continuous brakes.

Conclusion

The finances of British Railways have been struck a violent, unexpected blow—what should be done about it? Nothing has happened to stultify the appreciation of the future prospects of the railways, as set out in the White Paper of 1956. In so far as new equipment has already been put into service, it has justified the claims made for it. Flexibility in charging methods has given results more slowly than was expected, but they are beginning to mature.

Our recommendations to take account of these facts are:

(a) *Further reduction in costs*

As is set out in this paper, much has been done during the year and the effect of the action taken will be fully apparent next year. We are nowhere near the end of the process of the rationalisation of our railway system. The Commission is now preparing a programme of rationalisation for 1959; the main features will be presented by the end of the year. We shall take as our target a reduction of £20 million per annum in addition to economies

(*Continued on page* 11)

A bearing delay keeps the doctor away,
As I've found to my cost more than twice.
Now my garage relies on Skefko to get
Replacements that fit in a trice.
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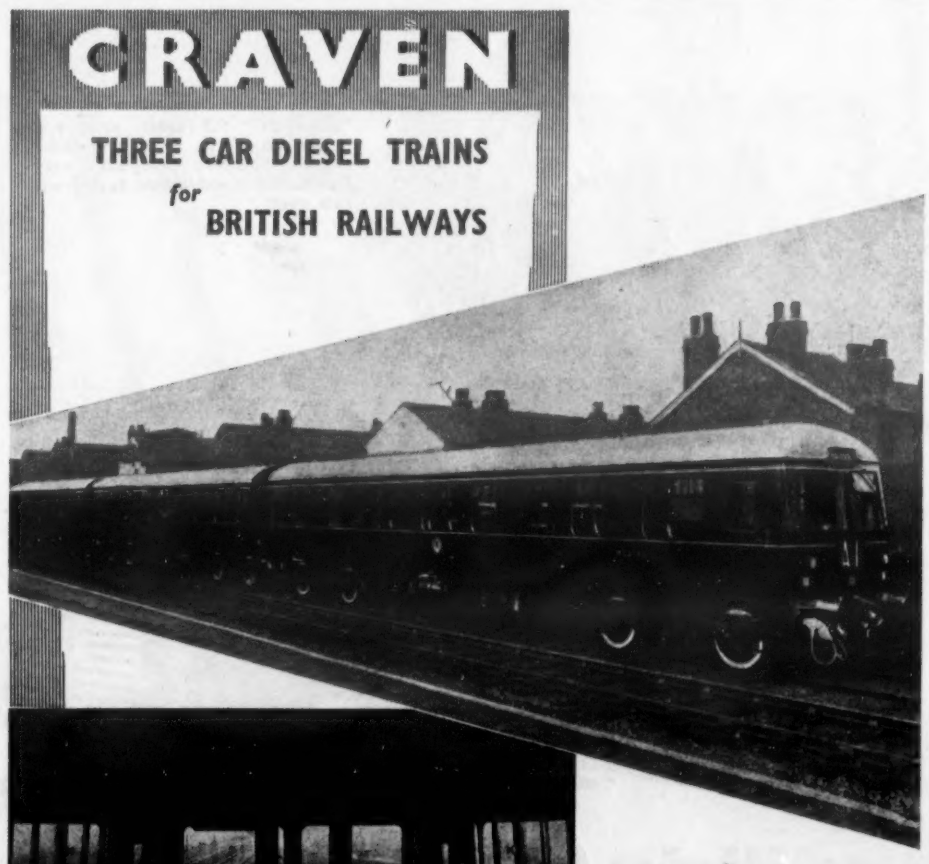

Second class saloon looking forward into drivers compartment.

Included amongst orders received for over 400 Diesel Railcars for The British Transport Commission's Modernisation Programme are a number of triple car units one of which is illustrated here.

CRAVENS LIMITED · · SHEFFIELD

LORRY—BUS—COACH

Coal Haulage Licences Suspended

AT the end of a public inquiry at Birmingham on November 6, Maurice James and Co., Limited, Mile Lane, Coventry, had three contract A-licensed vehicles suspended for two months by a decision of the West Midland area Licensing Authority Mr. W. P. James. The inquiry followed convictions at Coventry Magistrates' Court for breaches of the licence conditions. The operator was alleged to have employed vehicles which should have been used exclusively to carry coal for Stephenson Clarke, Limited, to carry coal for the National Coal Board and for A. Brockhurst, Limited, supplier of coal to Highcroft Hall Hospital, Birmingham. For the company, Mr. J. R. C. Samuel-Gibbon contended that it had diverted lorries to carry coal from Bagworth Colliery to a stocking ground at Water Orton at the direction of colliery officials. The stocks at Bagworth, it was alleged, were mounting to such an extent as to threaten production and on one occasion production actually stopped. Coal had been carried to Highcroft Hill Hospital to save the hospital from running out of fuel.

The licensing authority had adjourned the inquiry until November 6 to hear evidence from the National Coal Board and from Mr. Brockhurst. Mr. R. Burton, area manager of No. 7 area of the East Midlands Division of the N.C.B., said that he had never been told that Bagworth Colliery was likely to stop production because of lack of transport and had never had any report of transport difficulties. Giving judgment, Mr. James said that it was clear from a letter from Highcroft Hospital that there was never any danger of the hospital running out of coal supplies. So far as the National Coal Board was concerned, the evidence by Board officials created a different impression from that left by the statements of Mr. Maurice James and his manager. "In my view the mitigating circumstances put forward with regard to the National Coal Board carry a very low rating indeed," said Mr. James. There was no doubt that whatever the motive in the mind of the company it was strong enough to drive it to 66 admitted irregularities over four months (October, 1957-January, 1958), he added. In this case justice would not be done merely by the issue of a warning and but for an undertaking he had been given that this sort of thing would not recur the penalty would have been heavier.

Leyland Atlantean Double-Deck Coach

USING the Leyland Atlantean chassis, a new double-decked coach, seating probably 51 passengers in adjustable reclining seats, is to be tried out on express routes served by Ribble Motor Services, Limited, and its subsidiary, W. C. Standerwick, Limited, during the summer of 1959. It will be a highbridge body with accommodation for luggage, and a toilet. The vehicle may even have a small kitchen from which light refreshments can be dispensed by a courier-attendant. Mr. H. Bottomley, general manager of Ribble, pictures a fleet of such vehicles operating on express services and in due course running at speeds of 50 m.p.h. and more on Britain's motorways, covering the journeys from Lancashire to Scotland and London in six to eight hours.

Dundee Parcels Business Sold

ANOTHER business deal has been concluded by Mr. Charles Alexander. Dundee Express Deliveries, Limited, has been acquired by Charles Alexander and Partners (Transport), Limited, of Aberdeen. Mr. R. H. Barnett, who started the business in 1931, is retiring from the road haulage side of his interests. Dundee Express will continue on the same lines with the present personnel and under the continuing management of Mr. Sidney Barnett, a brother. Mr. Barnett started with one Austin 7 van on parcel delivery, but has built up to a fleet of 29 and a staff of 50. He acquired 12 individual one- or two-vehicle businesses. The company now operates a daily goods service between Dundee and Glasgow and carries out removals throughout Scotland.

More Fuel Offence Charges

AT Ashbourne, Derbyshire, this week, William Derrick Barlow, managing director of Barlow and Hodgkinson, Limited, Biggin, near Buxton, was fined £50 for offences concerning the use of heavy oil for vehicles. The company was also fined £50 on 10 summonses of using for home use as fuel for road vehicles heavy oil on which tax rebate had been allowed. Barlow was said by Mr. P. J. Dixon, prosecuting, to have told Customs and Excise officers, who took samples of the oil from 10 lorries, that they were short of cash and using tractor vaporising oil instead of derv to help out. Mr. A. J. Morrison, defending, said the offence was only an isolated occasion.

Heavy Loads on Preston By-Pass

TERMS under which abnormal indivisible loads will be carried on the Preston by-pass motorway have been announced. They apply for the experimental period up to August 1, 1959. Control of special-type vehicles will be exercised on behalf of the Minister of Transport by the Chief Constable of Lancashire, who can authorise loads up to 12 ft. wide—the width of one lane—to use the by-pass at any time, whether they are carried on normal or special type vehicles. No load exceeding 12-ft. width will normally be authorised to use the by-pass during December, February and alternating months thereafter. In other months, loads will be selected for authorisation according to width and other factors. In statutory notices sent out under the Motor Vehicles (Authorisation of Special Types) General Order, 1955, operators of vehicles which are to carry abnormal indivisible loads which could conveniently use the by-pass should notify the Chief Constable of Lancashire (and where appropriate, the Chief Constable of Preston Borough), specifying both the route using the by-pass and an alternative one on existing roads. Formal authority to use the by-pass, or warning that it must not be used for the movement in question, will then be given. In all cases where an individual Order must be issued by the Ministry of Transport there will be consultation between the Ministry and the Chief Constable of Lancashire before a movement is authorised over the by-pass by the Ministry. The Road Haulage Association has expressed satisfaction with these arrangements.

There are more than 15 interzonal coach services daily connecting Berlin with West Germany, including five journeys to Hanover, on one of which the Büssing 38-seater seen left is operating; right, an unusual Mercedes-Benz 40-seat sightseeing bus at Hamburg Airport

Hints on Bulk Grain Vehicles

GUIDANCE on equipment for use in the bulk handling of grain and feeding stuffs is given in a booklet, *Bulk Handling Equipment*, which has been prepared for farmers, merchants and users of grain and for those responsible for designing farm buildings and vehicles. Tentative recommendations on bulk handling equipment were put forward by the National Association of Corn and Agricultural Merchants just under a year ago. In May of this year the Association called a meeting to discuss the recommendations with other interested parties. These included the Ministry of Agriculture and Food, the N.F.U. of England and Wales, the associations representing the principal users of home-grown grain and manufacturers of equipment.

The booklet gives guidance on facilities at the farm for loading and unloading bulk-grain vehicles, loading rates, capacities and heights of storage bins and types of mechanical-loading aids. Where grain is delivered to ultimate users, recommendations are made on types of vehicles, capacities of receiving pits and headroom required at unloading points, especially where tipper vehicles are used. Rates of delivery, the need for standardisation in bulk-feed containers on the farm and for standardisation of hoses and couplings are covered in the section on bulk-feed delivery. On vehicle construction the booklet points to the need for using standard vehicles which can be adapted for bulk handling, the provision of sliding doors for vehicles used for bulk handling and of a longer opening on the top of bulk transporters.

Report on Portsmouth Trolleybuses

PRESENTED with recommendations from Mr. H. C. Simmonds, general manager of the transport department, proposing the replacement of trolleybuses by buses, the transport committee of Portsmouth City Council rejected the notion. The report was based on future overhaul costs and overhead renewals in respect of the trolleybus section of the undertaking.

Staff Co-operation in Bus Industry

REALISM applied to road passenger transport was the theme of a paper by Mr. W. J. Crosland-Taylor, general manager of Crosville Motor Services, Limited, to the Merseyside and District section of the Institute of Transport, on November 6. There was tremendous resistance from men who felt that the operation of one-man buses would be the beginning of serious redundancy, but he hoped not. "Already we have 40 one-man buses running and before the war we had 140. This type of economy must be made," he said. Of staff relations he criticised the narrow-minded attitude: a schedules clerk might work out a set of schedules that would save quite a lot of money while keeping within the Road Traffic Act, and also the wages agreement. There was nothing wrong with them, but they were turned down flat by the depot committee for such reasons as "There are not enough meal breaks," or "We don't want any meals," or "Where has our lay-by time gone?" and "They will save the company money." It was apparently a criminal offence to save the company anything, and yet the company was the source of livelihood.

After discussing the importance of training conductors in courtesy towards the public and other employees in public relations, Mr. Crosland-Taylor referred to road bottlenecks, in particular the present Conway Bridge, which, near the end of its 130-year existence, has an official weight restriction of 5 tons and an unofficial limit of 7 tons 15 cwt. That meant that single-deckers could cross, but not double-deckers. If they could use double-deckers with 60 seats instead of single-deckers with 30, they could make a very big saving of mileage and everything else.

Bus and Coach Developments

Skill's Motor Coaches, Limited, Nottingham, applies for the licences held by A. Skill.

Potteries Motor Traction Co., Limited, applies for the licences of W. S. Rowbotham, Mow Cop. This operator has a fleet of 16 vehicles, of which five are double-deck.

Wiles Motor Services, Limited, Port Seton, seeks the excursions and tours from Haddington and Gullane licensed to J. Ewart, together with that operator's services from Haddington to Blackshiels and to Gullane.

"MASTIFF" 9.5 cubic yard end tipper on 12 ft. 6 in. wheelbase chassis. Standard composite cab, Neville body and Edbro twin front ram gear.

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OILFIELD TRAILERS

Special Dyson Vehicles for Shell Petroleum

TRANSPORT problems peculiar to oilfield exploration work and drilling operations have been met by two special trailers developed jointly by R. A. Dyson and Co., Limited, and the Shell Petroleum Co., Limited, and built by the former company at its Liverpool works. The vehicles are a steerable bogie for transporting a 38-ton oilwell drilling mast between sites with a minimum of dismantlement, which was recently shipped to Compania Shell de Venezuela, and a tracked trailer for 28-ton loads with exceptionally low ground loading for operation by Shell-B.P. Petroleum Development Company of Nigeria, Limited, over swampland in the Niger Delta.

Steerable bogie of 20 tons capacity for carrying oilfield drilling masts. Drawpole is used for empty towing only

Drilling-Mast Bogie

The steerable bogie is expected to save considerable time previously spent in dismantlement and reassembly at a new site by making it possible to carry the drilling mast complete. The new procedure will be to lower the 133-ft. mast to the ground by means of rigid stays and lorry-mounted winches and to move it complete, with its base carried on the turntable of a tractor and the new bogie supporting the top at a point some distance in from the crownblock to give reasonable manoeuvrability. Loaded for transport, the complete outfit is about 145 ft. long, a fact which introduced a number of design problems to eliminate bending and twisting loads and stresses in transit.

The bogie comprises four twin wheels mounted in a walking-beam tandem-axle arrangement and a frame shaped to fit the taper of the mast, with clamps to secure the mast to it, which has a massive ball-ended kingpin to register with a socket on the bogie chassis. Stability is provided by stops and heavy-duty coil springs on each side which limit kingpin sideways movement to 5 deg. in each direction, while fore-and-aft rock is constrained by two adjustable ball-ended reaction jacks with coaxial coil springs mounted between mast frame and chassis before and behind the main kingpin. The ball joints of the kingpin and reaction jacks are arranged to lie in the same plane and in line with the mast so that sideways oscillation due to road surface takes place about all three ball centres.

With the reaction jacks slackened off, the four coil springs hold the mast frame approximately horizontal while the mast is lowered and the frame is allowed to find its own lie on the mast. The clamps secure it in position and the fore and aft jacks are tightened home to lock the mast frame to the chassis, when fore-and-aft oscillation is taken care of by the bogie suspension.

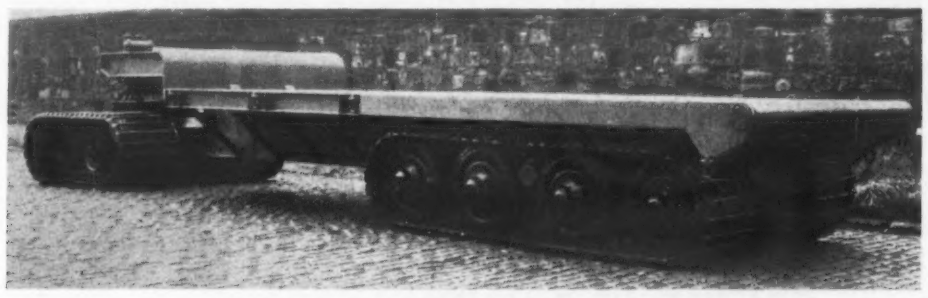
Steering and Brakes

To allow the bogie to be steered relative to the mast, the lower ends of the supporting springs and jacks are mounted on a circular subframe carried on rubbing tracks on the chassis, thus being free to rotate about the kingpin. The subframe has about it a channel-section ring which is connected by Renolds chain through reduction gear to a steering wheel carried on the bogie. Locked to the bogie chassis by spring-loaded pegs for normal towing, the subframe can be locked to the steering ring after withdrawing the main locking pegs when circumstances require independent rear-end manoeuvring. A steersman's platform is provided on the bogie and a powerful horn for signalling to the tractor driver is fitted.

Brakes are manually operated by a screw mechanism but provision has been made for the fitting of air servos if these should prove necessary. A 22 ft. 6 in. long drawpole is provided for towing the unladen bogie and its length permits correct positioning under the mast by the towing vehicle without the vehicle fouling the mast. Adjustable steady legs are fitted to each end of the bogie to maintain it in a horizontal position when not in use.

Swamp Trailer

The tracked trailer has been developed for use in conjunction with the large Albion-Cuthbertson Water Buffalo marsh tractor (details in MODERN TRANSPORT for June 21, 1958) for transport of oilfield exploration and drilling equipment over ground impassable to normal wheeled transport. The trailer is carried on four tracks developed by James A. Cuthbertson, Limited, Biggar, which are notable for their exceptional flexibility and absence of wearing parts. The flexibility is obtained by linking the steel sections of the track together by rubber pads. Strength and tension of the track are maintained by an endless steel cable to which each rubber link is bonded and which passes over and is free to slide on ferrules fixed to each steel track plate. Abrasive material is prevented from penetrating the working faces by the elasticity of the rubber pads.



Tracked trailer for carrying 28-ton loads over swampland

The trailer has a steel-decked platform 25 ft. by 9 ft. 3 in. with the standard oilfields tail roller to facilitate end loading of skid-mounted items. The platform is integral with a deep backbone frame of latticed box construction and outriggers supporting the side rails. The main frame is completely boxed in and has a full-length skid plate along the bottom on which it can be moved if the tracks should sink. The box frame is swept up at the front end to form a narrow deck on which are mounted a fairlead and rollers to guide the tractor winch rope when hauling loads over the tail roller. A heavy-duty universal fifth wheel and standard 2-in. S.A.E. kingpin coupling permits use as a semi-trailer with

(*Continued on page 12*)

New Foden Chassis

FOR CRANE AND EXCAVATOR MOUNTING

NOW in production by Fodens, Limited, are three sizes of a new range of chassis developed exclusively to carry cranes or excavating machinery. All three chassis, which are designated FC14, FC16 and FC20, are six-wheelers having heavy reinforced welded frames 14, 16 and 20 in. deep respectively to accommodate cranes having lifting capacities from 4 to 25 tons. The design is based on experience gained by the company in the production of heavy-duty dumpers and offers similar robust construction, ease of maintenance and wide choice of well-tried diesel engine, gearbox and axle combinations for which these vehicles are noted.

One of three sizes of Foden chassis for cranes or excavators with lifting capacities from 4 to 25 tons

Mainframes of the FC14 and 16 incorporate a substantial subframe designed to accept individual manufacturer's slewing rings. The design of the FC20 mainframe allows turret rings to be bolted or welded directly in position. Extending outrigger beams with heavy screw jacks are standard on the two larger models and fixed or extending beams and jacks are optional on the smallest chassis. All models can be fitted with hydraulically operated outriggers and jacks at extra cost.

Unsprung articulated bogie suspension is a feature of all models. It employs six-point attachment to the mainframe to reduce point loading and has heavy I-section cast-steel beams in place of springs. The outer ends of the beams are carried in floating Metalastik Spherilastic bushes and the inner ends are connected through knuckle joints to a central balance beam. The suspension is said to provide a high degree of articulation over rough ground but to remain perfectly stable when the machine is operating free on tyres. A front axle locking device is available at extra cost. A standard steel cab has accommodation for driver and attendant and a central well that permits a crane boom 3 ft. 6 in. wide at this point to be lowered into it, giving a reduced travelling height. A half cab is available optionally. A boom support is standard and can be mounted either in front of or behind the cab and boom guides, which prevent damage to the cab, are also fitted.

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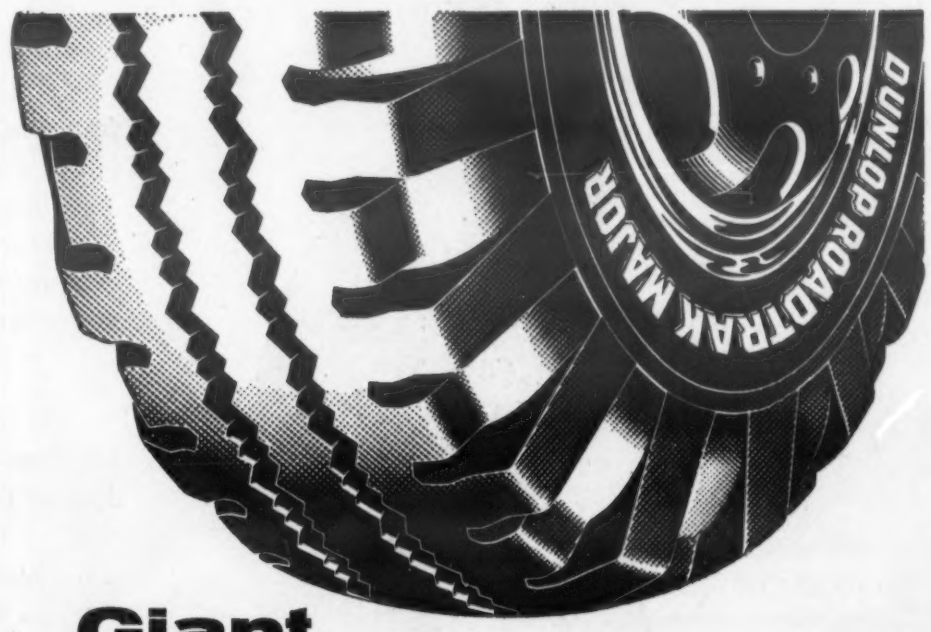

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This is only one example of the many uses of sheet steel. Others more familiar (though no less enterprising) include sheet steel for railway carriages and wagons; guttering and steel ducting; kegs, drums, cans and cisterns; oil stoves, washing machines, refrigerators and office furniture.

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MODERN AIRWAYS and COMMERCIAL AVIATION SECTION

INDEPENDENT AIR TRANSPORT

Guarded Report of B.I.A.T.A. for 1957-58

DOUBTS ON AIR TROOPING POLICY

REPORT of the British Independent Air Transport Association for 1957-58 is preceded by a foreword from the chairman, Mr. T. W. Morton, in which he makes the point that, at first glance, the conclusion to be drawn from the report would be that the independent airlines had a successful year in that, in the majority of cases, traffic increased in the different categories of operation and some of these increases were quite substantial, particularly when viewed against the broader world-wide background where the rate of expansion of air transport had slowed down appreciably. It is perhaps unfortunate that the association's reporting year falls in the middle of the summer season and thus a true assessment of the seasonal variations is not adequately reflected. It is clear, however, that the season of 1958 will not have been as satisfactory as was hoped and there is a prospect of declining load factors and decreasing activity which, of course, cannot help but add up to poor commercial results.

The question of fare and rate levels and, in particular, the need for cheaper fares is undoubtedly of the utmost significance in considering the present and future outlook. The independent airlines have always maintained that the future of the industry must lie in cheaper fares and rates in order to broaden the market. The independent airlines are today providing some of the cheapest fares and rates in air transport and there is no doubt that more could—and must—be done in this direction. This therefore points, in Mr. Morton's view, to the need for greater flexibility in the establishment of fares and rates both in the domestic and international spheres.

Fare Differentials

Coupled with this question is that of fare differentials which is a major issue at the present time. It is the view of the association that fares (if controlled) should be related to type of service, comfort, speed, etc., and not necessarily to type of aircraft. The independent airlines have sought for a considerable time to establish this principle in order that they could apply differential fares on this basis and it is gratifying that there now appears to be the possibility of some acceptance, at least, of this. There is no doubt, however, that this question will continue to exercise the industry for some time to come, but the fundamental issue must be that of a larger market by these means.

In general terms, however, the independent airlines increased their traffic and operations in many directions whilst in some there were varying degrees of decline. The traffic results achieved by the operators are set out in the accompanying tables and these show that the total capacity produced on all operations increased to 164 million capacity ton-miles, which was approximately 25 per cent of the total United Kingdom air transport effort.

Increases were achieved in all classes of scheduled service traffic, but, with the exception of freight, these increases were generally substantially smaller than in past years. This can be attributed to various causes which would need to be related to individual operations, routes and company circumstances. But apart from the slowing-down in air transport expansion which has occurred generally, the potentials of some routes and some operations have apparently been exploited as far as present conditions allow and means of broadening and accelerating expansion (by cheaper fares and other means) will have to be pursued even more vigorously than in the past. In other circumstances artificial limitations and restrictions imposed by current national and international policies have discouraged a possibly greater degree of expansion.

Normal Scheduled Services

The number of new services approved for introduction during the year was smaller than in previous years. The new services introduced were principally between centres outside London and Continental destinations. The development of such services has been a continuing feature over the past five years and, within the limitations of existing Government policy, the independent airlines have created direct air links between the major traffic centres and Continental destinations and built up integrated networks between these points. In many cases, however, these routes are of light traffic density and present substantial economic problems which can only be resolved by means of long-term promotion. This, however, is made more difficult by lack of opportunity to counter-balance these circumstances by means of more substantial scheduled service operations.

Colonial Coach Services

The independent airlines have always submitted that the real need of the industry is a broader market which could only be promoted by means of cheaper fares with services along coach-class lines. This is now coming about, but there is grave danger that the independent airlines, who pioneered these services at much cost to themselves and in the face of severe difficulties, will in fact not be able to continue to operate them.

The Government has decided that B.O.A.C. may introduce a similar type of service on the routes in question and that the independent companies concerned will be permitted to continue, but only with frequencies and capacity so strictly limited that the services will be virtually impossible to operate. It is to be earnestly hoped that the Government, in whose hands the decision finally lies, will reconsider the matter before it is too late and see to it that operational restrictions will not be imposed which will make it impossible for the independent companies to retain the traffic they have created and to develop this traffic on commercial lines.

Inclusive Tours

Once again, one of the principal scheduled passenger service developments of the year under review has been in inclusive tour traffic, both as regards operations and activity concerned with the submission of applications to the Air Transport Advisory Council. Passengers carried on inclusive tour services increased by 34 per cent to 145,000, which is satisfactory in that, as regards numbers of passengers, it represents the average increase over the past few years, although the percentage increase is considerably lower. In the light of lesser increases in many other directions, this is further evidence of the popularity of these services and the fulfilment of a special demand. It is cause for satisfaction, therefore, that a substantial proportion of future approvals to operate will apparently be for longer periods and this new approach should introduce an element of stability which has so far been lacking and permit forward planning, although, of course, this type of operation will remain extremely seasonal with the attendant problems which that implies.

All-Freight Services

The tonnage of freight uplifted—and the freight ton-miles performed—on scheduled all-freight services showed increases in the region of 25 per cent, but these, however, did not quite make up for the severe decrease which took place in 1956-57. The principal freight activity has continued to be the services to Africa and cross-Channel traffic of

(*Continued on page 9*)

SCHEDULED SERVICES OF BRITISH INDEPENDENT AIRLINES

	1952–53	1953–54	Per-centage Change	1954–55	Per-centage Change	1955–56	Per-centage Change	1956–57	Per-centage Change	1957–58	Per-centage Change
Capacity ton-miles ..	7,214,000	14,209,000	+ 96	22,327,000	+ 57	36,710,000	+ 73	35,238,000	– 5	41,882,000	+ 20
Load ton-miles	4,526,000	8,400,000	+ 85	12,897,000	+ 53	21,665,000	+ 70	21,934,000	+ 2	25,051,000	+ 14
Overall Load Factor ..	62·7%	59·1%		57·8%		57·1%		62·2%		59·9%	
Passengers carried ..	149,259	267,255	+ 78	376,489	+ 40	565,219	+ 50	690,859	+ 22	776,364	+ 12
Passenger-miles	35,224,000	64,269,000	+ 82	95,180,000	+ 48	127,900,000	+ 34	163,231,000	+ 27	178,979,000	+ 10
Freight (short tons) ..	20,852	40,609	+ 92	59,185	+ 45	85,669	+ 43	68,972	– 18	86,656	+ 26
Freight ton-miles ..	1,240,000	2,454,000	+ 97	4,082,000	+ 66	10,100,000	+149	6,944,000	– 33	8,569,000	+ 23
Mail (short tons)	22	34	+ 54	54	+ 41	42	– 12	70	+ 70	44	– 37
Mail ton-miles	15,140	23,000	+ 53	48,000	+108	39,000	– 18	51,000	+ 30	33,000	– 35
Aircraft miles..	3,173,000	5,297,000	+ 66	7,184,000	+ 35	11,250,000	+ 56	11,739,000	+ 4	12,512,000	+ 7
Inclusive Tours (not included in the above)											
Capacity ton-miles ..		868,000		1,931,000	+122	3,254,000	+ 79	7,469,000	+110	10,772,000	+ 44
Passengers ..		12,166		27,581	+126	51,863	+ 87	108,434	+108	144,878	+ 34
Passenger-miles ..		8,257,000		18,188,000	+120	30,581,000	+ 68	67,021,000	+111	97,362,000	+ 45

AIRCRAFT IN SERVICE

Four-engined	*Twin-engined*
17 Handley Page Hermes	45 Douglas Dakota
5 Douglas DC4	36 Bristol 170
6 Avro Tudor	27 Vickers Viking
22 Avro York	12 de Havilland Dove
9 Vickers Viscount	8 de Havilland Dragon Rapide
3 H.P. Marathon	3 Elizabethan
13 de Havilland Heron	1 Twin Pioneer
	1 Miles Gemini
75	133

Single-engined aircraft, 11.

Aircraft on order at June 30, 1958: 3 Bristol Britannias, 4 Douglas DC6, 4 Vickers Viscount 800, 1 Handley Page Herald.

NON-SCHEDULED AND OTHER OPERATIONS OF B.I.A.T.A. MEMBERS

	1952–53	1953–54	Per-centage Change	1954–55	Per-centage Change	1955–56	Per-centage Change	1956–57	Per-centage Change	1957–58	Per-centage Change
Capacity ton-miles available	57,944,000	72,519,000	+ 25	100,275,000	+ 39	117,922,000	+ 17	111,656,000	– 5	111,448,000	–
Load ton-miles	38,239,000	49,897,000	+ 31	65,510,000	+ 32	89,132,000	+ 35	89,024,000	–	94,050,500	+ 6
Passengers carried											
Civil ..	87,299	74,959	– 14	66,043	– 11	258,713	+291	322,538	+ 24	307,692	– 4
Military ..	88,285	147,825	+ 68	214,594	+ 44	204,700	– 4	157,035	– 22	137,821	– 12
Total ..	175,584	222,784	+ 27	280,637	+ 25	463,413	+ 65	479,573	+ 4	445,513	– 7
Passenger-miles											
Civil ..	36,731,000	77,895,000	+ 82	90,509,000	+ 13	126,690,000	+ 39	144,044,000	+ 13	112,274,000	– 22
Military ..	192,500,000	315,607,000	+ 64	387,546,000	+ 19	522,903,000	+ 34	516,302,000	–	729,271,000	+ 41
Total ..	229,231,000	393,502,000	+ 72	478,055,000	+ 22	649,593,000	+ 35	660,346,000	+ 2	841,545,000	+ 27
Freight (short tons) ..	42,025	33,983	– 19	35,095	+ 3	44,194	+ 26	54,895	+ 24	30,030	– 45
Freight ton-miles ..	16,137,000	14,142,000	– 13	19,951,000	+ 43	29,981,000	+ 50	29,980,000	–	54,547,000	+ 80
Aircraft miles..	11,099,000	14,774,000	+ 30	19,344,000	+ 30	20,138,000	+ 4	19,183,000	– 5	22,225,907	+ 16

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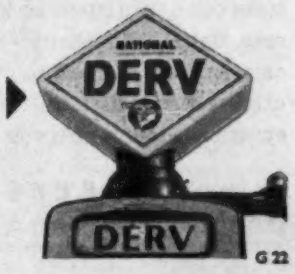

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NEWS FROM ALL QUARTERS

Brussels Cable Railway Not for Southend

Like Blackpool, Southend Corporation has found that it does not possess the necessary powers to purchase and erect the overhead cable car system which was used at the recent Brussels Exhibition. The Southend proposal was to erect it along the foreshore between the Pier and the Kursaal. Private interests at Southend have said that they, too, are no longer interested in the plan. The installation would have been leased to them.

Kings Cross Suburban Services

The Great Northern line traffic manager this week sought the co-operation of passengers using the Kings Cross suburban services by asking them to complete a nine-point questionnaire concerning their travel requirements. The questions cover such points as ideal arrival and departure times at Kings Cross, means of travel to and from the suburban station, whether parking accommodation is required, or first-class accommodation on the trains.

Railway Road Vehicles in Glasgow

A new road motor maintenance depot for the Scottish Region of British Railways in Glasgow has been brought into use. The new premises are situated in Kilbirnie Street adjacent to Eglinton Street Station. The depot deals with the heavy maintenance of the whole Scottish fleet of some 1,600 road motors and 3,200 trailers; as well as with the running maintenance of 800 road vehicles and 1,500 trailers operating in the Glasgow area. There is a two-storey office building.

Channel Tunnel: Progress Report

A progress report of the Channel Tunnel Study Group issued this week says that geophysical work carried out during the past year does not seem to have disclosed any faults in structure which would constitute an insuperable obstacle to the construction of a tunnel. The study will occupy two years; so far the work done consists of the sinking of two bore-holes to a depth of 600 ft. at each end of the proposed tunnel and the study of the layers of rock which make up the sea bed. The American company participating in the survey sailed some 600 miles over possible courses of the tunnel, compiling a sonar record.

London Colney By-Pass Opened

Last week the Home Secretary, Mr. R. A. Butler, opened—two months ahead of schedule—the London Colney by-pass on the A.6 trunk road. This 2½-mile length of road, built at a cost of £400,000, takes heavy industrial and other traffic eastward of the congested High Street of London Colney. There are 24-ft. dual carriageways with a broad central dividing strip, which can be widened to take three traffic lanes in each direction if this should prove to be necessary in the future. At each end of the by-pass there is a large oval roundabout, the northern one feeding into the North Orbital Road, the approach to the St. Albans By-pass, and thence to the London—Birmingham motorway. The roundabout at the intersection of the A.6 and North Orbital Road is retained; there are therefore two roundabouts here separated by little more than 100 yd.

Park-and-Ride for Birmingham?

A ring of car parks one or two miles from the centre of Birmingham linked with the centre by a shuttle service of buses is proposed by Alderman F. L. Price, chairman of the city's Public Works Department. He suggests that the bus fare should be included in the parking fee. The buses would probably be hired from Birmingham City Transport and operated by the Public Works Department.

Commendation for Travel Improvements

The British Transport Commission has received a certificate of commendation from the British Travel and Holidays Association for enterprise in tourism during the year 1958 shown by improvements made in rail, hotel and catering services. Cited are, inter alia, the "Freedom of Scotland" rail ticket; the Anglo-Scottish car sleeper services; Gatwick Airport connecting train services; "Day-Line Diesel" tickets; miniature buffets on trains.

More Regionalisation of Railways

Speaking at Dorking last week the Minister of Transport said that if (sic) the first objective of controlling heavy annual losses of British Railways could be achieved, they could go forward with a new plan of regionalisation. He would like to see some of the old names and old colours come back. "I believe we can one day see the kind of railway system which has the advantages of private enterprise, an element of competition, plus a great measure of regional autonomy, yet with the State still able to see that its very large investment in the railways was being properly looked after," he said.

Unified Road Planning in London

In a statement submitted to the Royal Commission on Local Government in Greater London the standing joint committee of the R.A.C., A.A., and R.S.A.C. consider that without a centralisation of responsibility no real progress will be made in improving urban transport and traffic arrangements. The committee suggests that a review of the complicated machinery for handling London's traffic problems is needed. Plans for road transport, rail transport, building development, and parking accommodation should all be carefully co-ordinated. It should not be possible for the value of an improvement in one local authority area to be largely nullified by the policy of a neighbouring area.

Dieselisation in East Germany

The East German Government has announced that the Deutsche Reichsbahn is to follow the example of other European countries in replacing steam with diesel locomotives, initially on a small scale. The main rolling stock works at Görlitz is to begin production of three-unit double-deck diesel sets for local journeys and four-unit trains for longer distances. The East German railway building programme is phased and co-ordinated with those of other Russian satellite countries. As a result of a new agreement drawn up between it and these other countries, it has been decided that in the future East Germany shall specialise in the construction of refrigerated wagons for all the Eastern European railway systems.

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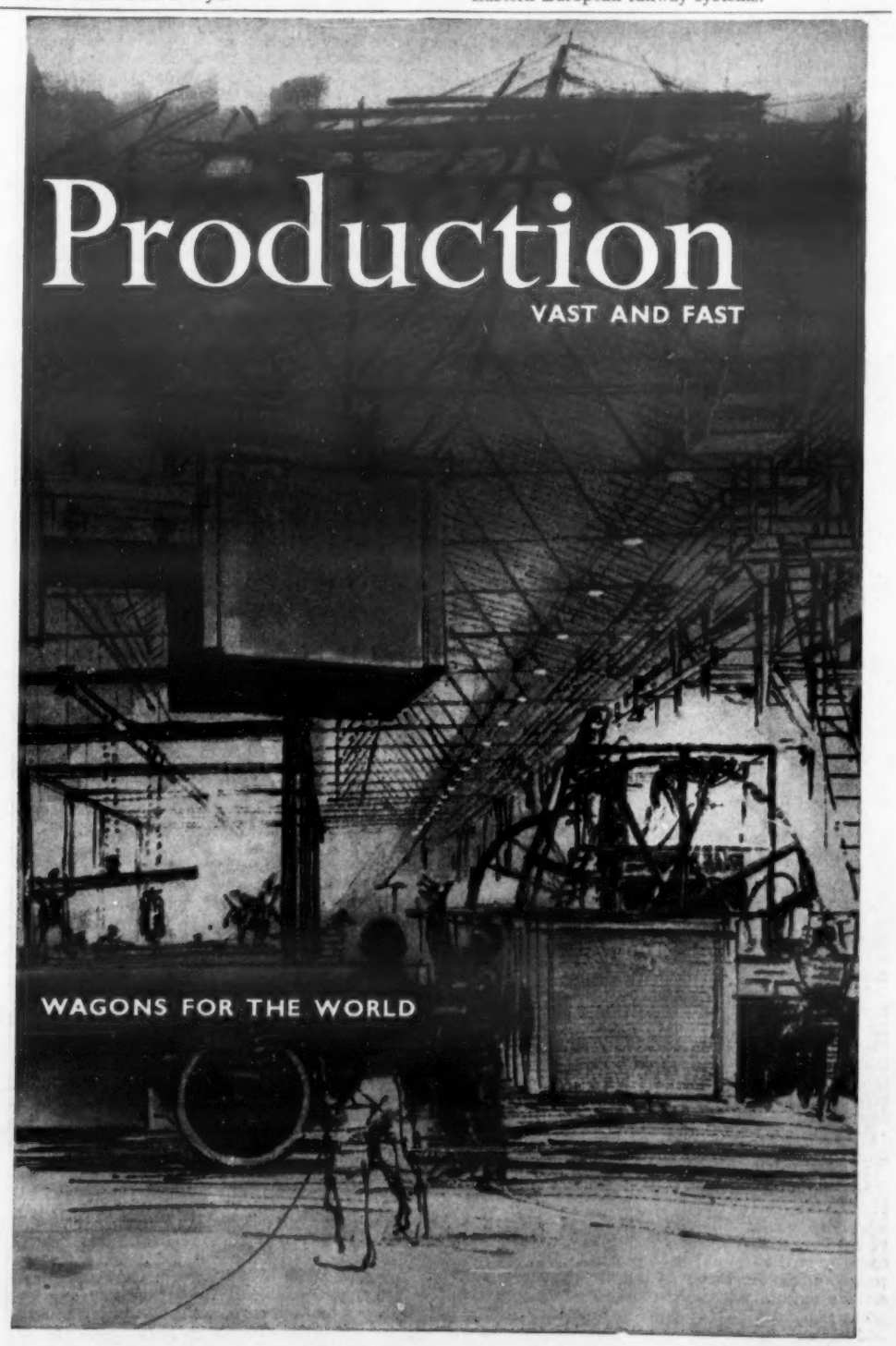

COMMERCIAL AVIATION

P.A.A. Pilot Difficulties

AER LINGUS IMPROVEMENT

OWING to its inability to reach agreement on claims for increased pay for pilots flying jet aircraft, Pan American Airways has announced with regret that when it introduces Boeing 707s on its New York—London service on November 16, it would probably be possible only to operate on seven days in November instead of the 14 originally planned. The dispute is also concerned with whether the third man in the cockpit should be a pilot or a flight engineer. The daily service to Paris would continue. This has now been extended to Rome, as originally intended, the Italian Government having deferred any requirement for charging supplementary fares. This matter will be allowed to await the outcome of the International Air Transport Association traffic conferences recommendations when their meetings are resumed. It will be recalled that this matter was left over for further discussion at the recent Cannes meeting.

Lower B.E.A. All-In Holiday Air Fares

Following the recent I.A.T.A. traffic conference at Cannes, British European Airways is extending its all-in holiday policy by providing cheaper fares for this kind of traffic. The rates will be available to all travel agents who provide all-in holidays, and are subject to Government approval. They will apply to Viscount night services, mainly midweek, when load factors tend to be lower than at weekends. Fifteen holiday centres, mainly in Spain, Italy, Switzerland and France, will benefit from the new rates.

B.O.A.C. Expands Skyload Service

Skyload, the service which the British Overseas Airways Corporation introduced at Airways Terminal, Buckingham Palace Road, London, recently, has been extended to Manchester and Birmingham. Both centres now have representatives specially allocated with considerable air experience to give best service to agents and shippers. These representatives will have local allotments for normal bookings and direct telex communication with the main Skyload unit in London. They will thus be able to provide immediate bookings and replies to all freight inquiries.

Aer Lingus Figures Show Improvement

Half-year figures of Aer Lingus for the six months to September 30, 1958, showed an increase in total revenue of £508,000 over the corresponding period last year at £2,490,000. The company also reported an increase of £94,000 in its operating surplus, the total expenditure having risen from £1,705,000 to £2,119,000. Passenger revenue increased by £458,000 (£2,167,700 as against £1,709,700) and cargo revenue rose by £26,700 (£143,300 as against £116,600). The number of passengers carried on Aer Lingus routes rose by 41,216—an increase of 13 per cent—while freight showed a rise of 523 tons—an increase of 17 per cent. Mr. J. F. Dempsey, general manager of Irish Air Lines, described these results as "a spectacular improvement over the corresponding period of last year; to increase the operating surplus by almost £100,000 is certainly a matter for congratulations all round." A significant contribution had been the reduction from 3s. 1d. to 2s. 9d. of the cost per capacity ton-mile.

British Airport Traffic in August

Traffic at United Kingdom aerodromes reached a new peak in August. Air transport movements numbered 49,443, an increase of 3 per cent compared with August last year and the number of passengers handled increased by 3.5 per cent to 1,158,748. Freight picked up and set down amounted to 29,149 short tons, an increase of 28 per cent. Airports in the London area as a whole showed an increase of 4.5 per cent in air transport movements and 6 per cent in passengers. At London Airport there were 13,341 air transport movements, a decrease of 5 per cent compared with August last year, and 464,424 passengers were handled, a decrease of 1.5 per cent. Comparison of traffic at London Airport is affected by the transfer of some services to Gatwick which had 2,409 air transport movements during the month and handled 53,197 passengers. Airports at which passenger traffic increased considerably over August, 1957, were Southend (Rochford) by 44 per cent to 47,785, Ferryfield by 22 per cent to 61,977, Glasgow (Renfrew) by 7 per cent to 62,311 and Edinburgh (Turnhouse) by 6 per cent to 17,079. Other substantial increases in passenger traffic were at Newcastle (Woolsington) by 44 per cent to 13,249, Yeadon by 30 per cent to 9,683, and Bournemouth (Hurn) by 13 per cent to 3,225. Many aerodromes had a fall in passenger traffic compared with last year, the most marked being at Ronaldsway, Isle of Man, by 20 per cent to 52,528; Liverpool (Speke) and Southampton (Eastleigh) also had a substantial fall.

Competition for Air Ceylon

According to Mr. J. L. M. Fernando, managing director of Air Ceylon, the airline faces very serious competition from Indian Airlines Corporation operating Vickers Viscount aircraft on the Ceylon—India service. In a report he says: "It would be a pity to abandon the services to India for many reasons, and it would not be in the best interests of either the country or Air Ceylon for India to have a monopoly of the air services between the two countries." An early decision has to be taken regarding the re-equipping of Air Ceylon's regional and internal services, he said. The services are operated with two DC3 aircraft which are 20 years old. Since the Government of Ceylon started operating its international air services 10 years ago, it has invested only Rs.1 million of which only Rs.200,000 was in cash, the balance being some equipment owned by the Department of Civil Aviation and transferred to Air Ceylon. "It is almost unbelievable that an airline has been operated with such little contribution and obsolete equipment to the value of Rs.800,000," says Mr. Fernando. Furthermore, in spite of heavy losses during the time Air Ceylon collaborated with Australian National Airways, the Government had not been called upon to defray these losses. When Air Ceylon combined with K.L.M. again the Government was not called upon to contribute further capital and no investment was made on the Government's behalf. The Government should now recognise the services of the national airline and the success that has been achieved under great difficulties.

INSTITUTE OF TRANSPORT ANNIVERSARY

G. N. Russell.

Major-General G. N. RUSSELL, C.B., C.B.E., M.Inst.T.

• • • • • •

In the chair at the Institute of Transport anniversary luncheon on Tuesday of this week was Major-General George Neville Russell, who last month took up the office of president with a vigorous address on the part of management in transport. He has since 1948 been in charge of the road haulage interests of the British Transport Commission, and last year joined the Eastern Area Board of the B.T.C. Born on October 19, 1899, Charles Russell, as he is known to his friends, was educated at Rugby, the Royal Military Academy, Woolwich, and at Cambridge, and was first commissioned into the Royal Engineers in September, 1918. During the war of 1939-45 he served throughout on the Movements Staff, first with the B.E.F. in France, where he was responsible for all road and rail movements, secondly in G.H.Q., Middle East, where he was Director of Movements at the time of the battle of El Alamein, in the invasion of Sicily, and finally in India, where, as Deputy Quartermaster-General for Movements, he was responsible for the activities of the transportation service, as well as for the co-ordination of movement plans in the India Base in support of forces operating in South East Asia Command. Thereafter he acted as Transport Adviser to the Special Commissioner for South East Asia until he was appointed chairman of the Road Transport Executive (later the Road Haulage Executive) in January, 1948. By the end of 1951, the acquisition of nearly 4,000 separate undertakings with 40,000 vehicles and their welding into one organisation had provided the country for the first time with a national road haulage undertaking operating as British Road Services. After the passing of the Transport Act, 1953, General Russell became responsible to the Commission for the returning to private enterprise of the greater part of the B.R.S. fleet. The passing of the Transport (Disposal of Road Haulage Property) Act, 1956, brought disposals to an end, and General Russell as chairman of the board of management of the British Road Services Division of the B.T.C. is left with the duty of operating the remaining fleet of roundly 16,000 vehicles through the medium of five limited companies, all trading under the name British Road Services. He was made a C.B.E. in 1943 for his services in the Middle East, and C.B. in 1946 for his services in India. General Russell has contributed a number of valuable papers to the proceedings of the Institute of Transport and his presidential visits to the sections are likely to be the enlivening occasions that all who know his vigorous and penetrating mind would expect.

IN PARLIAMENT

Noise at London Airport

THE BOWES REPORT

REPLYING to a number of questions on the subject of the noise of jet aircraft at London Airport, the MINISTER OF TRANSPORT AND CIVIL AVIATION maintained stoutly that the approval to operate so far given ensured that the aircraft when taking off were at least 1,000 ft. above the houses whatever the weather conditions. The matter was being closely watched and it must be emphasised that the approval was not a blanket coverage for future aircraft. Mr. Watkinson stressed that there was close consultation with the Port of New York Authority and the operators had indeed maintained that swingeing restrictions were being imposed upon them and might limit their commercial operations.

Dartford—Purfleet Tunnel Progress

In a written reply to MR. J. PARKER, the Joint Parliamentary Secretary, Ministry of Transport, MR. NUGENT, stated that nearly three-quarters of the under-river part of the Dartford—Purfleet Tunnel had been driven and steady progress had been made generally. The tunnel should be open to traffic on schedule in 1962.

The Bowes Report

In reply to MR. G. R. STRAUSS who asked the Minister of Transport and Civil Aviation whether he was now in a position to state the Government's policy on the recommendations of the Bowes Report, MR. HAROLD WATKINSON said that the report, which dealt with many complicated questions, was being considered and he hoped to make a decision before long.

Newhaven—Dieppe Service

Dissatisfaction with the confirmation by the Central Transport Consultative Committee of the South Eastern area committee's acceptance of the proposal to suspend the Newhaven—Dieppe service from November 4 to March 19, 1959, was expressed by COLONEL T. V. H. BEAMISH. He thought it illogical to consider the service in isolation. The MINISTER OF TRANSPORT said that the decision of the committee had been unanimous and it had on it representatives of shipping. The unanimity gave him no locus in the matter.

Croydon Airport

Despite representations from the Royal Aero Club, the Croydon Airport Users' Association, and others, the MINISTER OF TRANSPORT AND CIVIL AVIATION told MR. FRANK BESWICK that he saw no reason to alter the decision taken in 1953 to close Croydon after the opening of Gatwick Airport. His Ministry had offered longer tenure at Biggin Hill, which might be satisfactory to some users, and the policy regarding Gatwick had been altered so that a base for executive and private flying would be offered there. Mr. Beswick was unappeased.

★

B.I.A.T.A. REPORT

(*Continued from page 7*)

vehicles and other freight. The combined surface and air services—similar to those carried out in passenger operations—have continued to support the view that they hold out prospects of future development.

There are still no real signs, however, of a more general exploitation of the freight market despite, for instance, international aviation agreements aimed at removing some of the restrictive conditions normally applied to other types of services. There is no doubt that the considerable freight capacity which will be made available on the new passenger aircraft will have some effect—if applied properly, but this will still not be a full contribution to the aim of creating an all-freight market and the carriage of freight will continue to be granted a secondary role.

Charter Operations

In the year under review, the total capacity produced by B.I.A.T.A. members on charter and contract operations remained at the same level as in the previous year, although the load ton-miles performed showed a small increase. The major increases in operations were recorded in charter and contract freight traffic where, although the tonnage uplifted decreased, the freight ton-miles performed increased by 80 per cent to the highest level recorded. This was a reflection of the development of long-haul freight operations under contract to Government and Service departments.

In passenger operations a further decrease in the number of civil passengers carried (and in the passenger-mileage) took place and this was brought about to a substantial extent by the gradual cessation of operations carried out under contract in Germany. In other respects, the general charter market continued at a reasonable level, but increasing competition from foreign operators which are more favourably placed than the British independent airlines—by means of direct or indirect support from their Governments—is cause for serious concern. The British operators have specialised in this type of traffic which is becoming of increasing importance in air transport and, in Europe at least, they have achieved a measure of predominance. In longer-haul operations, however, they have been at some disadvantage by virtue of the unsuitability of their equipment, but efforts are now being made to reverse this situation in order that British operators can play their full part.

Trooping Policy

In accordance with policies laid down by the Service departments that, so far as possible, the newest types of aircraft should be used for air trooping, the independent airlines have continued to introduce more modern aircraft. Three Britannia aircraft are due to enter trooping operations in the near future under the conditions of a new longer-term contract. These aircraft, together with those now operating, will presumably form the basic contribution by the independent airlines for some time to come.

Whilst it is accepted that these new aircraft should carry out these operations, there are some doubts as to the wisdom of the more general policy now being applied to air trooping. The new aircraft will meet the present trooping requirements, but the smaller number of aircraft to be in use will result in a degree of inflexibility when sudden or changed circumstances have to be met. In other words, a greater capacity might, if confined to a small number of aircraft, result in the penalty of inflexibility when diversification or high-intensity is required.

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SEA LINKS WITH THE CONTINENT

16—*Facilities Through Harwich (Cont.)**

IN the 1914-18 war the port of Harwich became one of the principal North Sea naval destroyer bases and the Great Eastern ships were engaged on active service. Several were lost—*Clacton, Colchester, Copenhagen, Newmarket, Dresden* and *Brussels*. As soon as the war was over, a new building programme was started. *Amsterdam, Prague* and *Vienna*—each of approximately 4,220 gross tons operated a nightly mail, passenger and cargo service to Hook of Holland. The three older ships of approximately 3,000 tons each—*Antwerp, Bruges* and *Malines*—were engaged on the Antwerp route. Two smaller turbine vessels —*Archangel* and *St. Denis*—ran a seasonal passenger service to Zeebrugge; *Sheringham and Felixstowe* were working a regular freight service to Rotterdam.

Few ships now remain of the fine fleet of 1939. Many were lost through enemy action and the *Prague* was destroyed by fire while being restored for peacetime use, but good progress has been made in providing new ships. In May, 1947, *Arnhem* joined the service and in June, 1950, the new *Amsterdam*—the third to bear that name—filled the gap caused by the loss of her namesake off the Normandy beaches in 1944. The two latter vessels together with the ex-L.M. vessel *Duke of York* maintain Harwich—Hook of Holland by night.

The accompanying tabular summary gives details of the present fleet operated from Harwich by British Railways (Eastern Region). The cargo vessels *Dewsbury* and *Sheringham* engaged on the Antwerp and Rotterdam runs respectively will soon be replaced by new modern vessels with large hatchways designed for the rapid loading and unloading of traffic, and to take a large number of railway containers as well as normal cargo.

DETAILS OF B.R. (EASTERN REGION) SHIPS ENGAGED ON HARWICH—CONTINENT SERVICES

Vessel	*Type of Service and Base*	*Engines*	*Length Overall* Ft.	*Breadth Overall* Ft. In.	*Tonnage* Gross	*Tonnage* Net	*Speed*	*H.P.*	*Loaded Draft*	*Fuel*	*Dead Weight excluding Bunkers* Tons	*Builders and date constructed*	*Radar* (Type)	*Accommodation* a Passengers per certificate b Restaurant Capacity c Sleeping Accommodation	1st Class	2nd Class	Total
					HARWICH—HOOK OF HOLLAND												
AMSTERDAM ..	Passenger-Cargo (Parkeston Quay)	Turbine	377	54 5	5,092	2,633	21½	12,350 Shaft	15ft. 2½in.	Oil	804	John Brown, 1950	Kelvin Hughes	a b c	— 30 321	— 32 236	675 62 557
ARNHEM ..	Passenger-Cargo (Parkeston Quay)	Turbine	377	54 5	5,005	2,505	21	12,500 Shaft	15ft. 3in.	Oil	875	John Brown, 1947	Kelvin Hughes	a b c	— 30 375	— 28 201	675 58 576
DUKE OF YORK	Passenger-Cargo (Parkeston Quay)	Turbine	357	52	4,325	1,980	21	8,260 Shaft	14ft. 8⅝ in.	Oil	748	Harland & Wolff, Belfast, 1935	Kelvin Hughes	a b c	— 62 361	— 64 160	675 126 521
					HARWICH—ANTWERP												
DEWSBURY ..	Cargo (Parkeston Quay)	Recip-rocating	277	36	1,686	907	12½	1,912 IHP	18ft.	Coal	1,464	Earles, Hull, 1910	—		—	—	—
					HARWICH—ROTTERDAM												
SHERINGHAM ..	Cargo (Parkeston Quay)	Recip-rocating	266	38	1,088	429	14	2,352 IHP	14ft. 9½in.	Coal	910	Earles, Hull, 1926	—	a b c	— —	— —	— —
					HARWICH—ZEEBRUGGE												
ESSEX FERRY ..	Train Ferry (Harwich)	Motor	400	61	3,242	1,502	14	3,000 SHP	12ft. 0⅝in.	Oil	2,111	John Brown, 1957	Decca	a	Rail Track—1,132 ft.		
SUFFOLK FERRY	Train Ferry (Harwich)	Motor	405	61 6	3,134	1,427	14	3,000 SHP	12ft. 1½in.	Oil	1,979	John Brown, 1947	Cossor	a	Rail Track—1,132ft.	—	12
NORFOLK FERRY	Train Ferry (Harwich)	Motor	400	61 4	3,157	1,408	14	3,000 SHP	12ft. 0⅝in.	Oil	2,111	John Brown, 1951	Cossor	c	Rail Track—1,132ft.	—	12

Clydebank built *Antwerp* and *Bruges*, Wallsend built *Malines* and in 1929 and 1930 Clydebank supplied three further fine ships for the night Hook service—*Vienna, Prague* and *Amsterdam* which many will remember.

In 1939, the two main passenger services operated then by the L.N.E.R. were working to capacity. From Parkeston Quay, the three turbine mail and passenger steamers mentioned above—

* No. 15 appeared October 25.

Port Facilities at Harwich

A detailed account of the development of the port of Harwich appeared in these columns earlier this year (MODERN TRANSPORT, March 8 and 29). Suffice it to say that as far as the evolution of the railway-owned short sea services are concerned they were authorised under the following Acts of Parliament:

Victoriae Reginae. Cap. ccxxv. An Act to authorise the Great Eastern Railway Company to run steam vessels between Harwich and certain foreign ports (July 28, 1863).

Victoriae Reginae. Cap lii. An Act to extend the powers of the Great Eastern Railway Company with respect to the use of steam vessels between Harwich and certain foreign ports (May 31, 1867).

The Great Eastern Railway Act, 1874. Chapter cxxvii. An Act for Authorising the Great Eastern Railway Company to make railways to . . . and to make a quay in the River Stour and railways connecting it with their Harwich branch.

An Act to amend the powers of the Great Eastern Railway Company with respect to the use of steam vessels. (Royal Assent June 24, 1904.)

An Act conferring further powers on the Great Eastern Railway Company; and for other purposes. (Royal Assent July 22, 1904.)

The harbour is formed by the broad estuaries of the Orwell and the Stour, and its geographical situation has contributed to the town's importance as a link with Continental ports. The history of Harwich is one of continuous development and expansion interrupted only by the war years of 1914-18 and 1939-45 when the port of Harwich was closed to passenger traffic. During these years naval craft used Parkeston Quay in large numbers and the quays and marine workshops were quickly converted to deal with R.N. requirements.

After both wars the town quickly resumed a normal place in the commercial and social life of the nation, the former passenger services being augmented and made more attractive by new amenities and terminal facilities. Proof of this was manifest by 1949, the following details of the number of passengers, cargo tonnage and motor cars conveyed via the port during that year being ample evidence of the importance of the port which now stands where stood ancient Orwell town:

	From Harwich	*To Harwich*	*Total*
No. of passengers	182,917	187,124	370,041
Cargo (tons)	52,380	130,933	183,313
No. of motor cars (accompanied)	4,640	4,422	9,062

It is of interest to note the growth of passenger traffic on the Hook of Holland night service. In 1897 the total was about 130,000; in 1955 it was approximately 337,000. Despite air travel the demand increases. During some weekends in recent years for example, over 19,000 passengers have been handled in 45 or so boat trains between Friday night and Monday morning, no mean achievement. Net traffic receipts for the Commission's shipping activities amounted in 1954 to £1,106,221 towards which the Harwich services made a significant contribution.

(To be continued)

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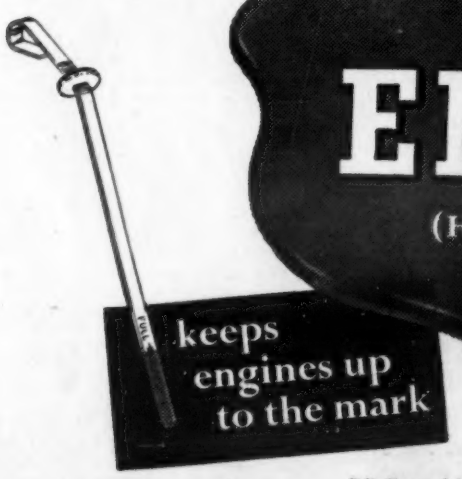

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CONTINENTAL TRAIN SERVICES

Results of Timetable Conference

ELECTRIFICATION AIDS ACCELERATION

VARIOUS procedural innovations took effect at this year's European Passenger Timetable and Through Carriage Conference when it was held in Leipzig from October 15 to 21. It had been agreed at last year's conference in Naples that the programme should be simplified and, in consequence, the conference lasted for six days instead of the previously customary 10. The managing administration, which is the Swiss Federal Railways, arranged preparatory meetings for railway managements concerned with particular trains and workings and the clearing up of most of these matters enabled the conference to concentrate upon the major expresses involving a number of administrations. Commercial matters were also dealt with during the conference.

Countries represented at the conference were Austria, Belgium, Bulgaria, Czechoslovakia, Denmark, Finland, France, Germany (both East and West), Greece, Hungary, Italy, Luxembourg, Netherlands, Norway, Poland, Portugal, Roumania, Soviet Union, Spain, Sweden, Switzerland, Turkey, United Kingdom and Yugoslavia. The organisations providing restaurant and sleeping-cars—Wagons-Lits, D.S.G., Mitropa and Orbis—were also represented, as were various Ministries and the International Union of Railways. The 1959 conference is to take place from October 7 to 13 in Vienna, where it was last held in 1928. The British Railways delegation to this year's conference was led by Mr. R. A. Sinfield, shipping and Continental manager, Southern Region, and Mr. S. A. Claydon, Continental traffic and shipping manager, Eastern Region.

Results of Electrification

The continued progress of railway electrification on the Continent has allowed the planning of further train acceleration for next summer. The summer timetables will, incidentally, last from May 31 to October 3, which is a week longer than this year. One consequence will be that there will be no intermediate period between the end of the summer services and the end of British Summer Time. Among the expresses benefiting from electrification will be the *Rheingold, Loreley,* and *Ostend—Vienna*. The first of these will leave Hook of Holland seven minutes later at 06.37 and reach Basel at 15.43 (compared with 16.34), Chur at 18.58 (21.48), Lucerne at 17.22 (18.58), Milan at 22.25 (00.16) and Rome, changing at Milan, at 07.35 (10.00 direct). There will be a new through coach to and from Chur but the Rome coach will be transferred to the *Loreley*. There will be comparable savings in the reverse direction. The *Loreley Express* will continue to leave Hook of Holland at 07.15 and will save 61 min. to Basel, 5 hr. 15 min. to Milan and 4 hr. 20 min. to Rome. The *Ostend—Vienna Express* will reach Vienna at 11.15 instead of 12.45 and on the return journey will leave at 18.50 instead of 16.30.

This train will undergo various other changes and the sleeping-car working between Aachen and Passau will run instead between Cologne and Passau. The retiming causes the omission from the *Austria Express* of the Hook—Vienna through coach as there is no longer a connection at Cologne, but that train, which also loses the Bad Aussee coach due to poor utilisation, will include additional through coaches to and from Ancona via Munich, Innsbruck and Bolzano. It has also been accelerated to reduce the outward journey time to Klagenfurt by 45 min. and the return by 90 min. Between the Hook and Venlo it will include the through coaches for Genoa and the sleeping-car and a new second-class couchette for Basel. From Venlo onward these become a separate train. Endeavours to include a Warsaw coach in the *Ostend—Vienna Express* or to extend the Berlin coach to the Polish capital failed owing to operating difficulties.

Better Connections to Italy

Additional facilities for passengers between Britain and Italy will be provided by the extension of Trains 33 and 36 from Brussels to Ostend Quay. The former will leave Ostend at 16.45 connecting with the 10.00 from Victoria and include a through carriage to Rome (arriving 18.10) and through carriages and a sleeping-car for Milan. In the reverse direction departures from Rome at 12.40 and Milan at 21.52 will give an Ostend arrival of 13.36 to connect with the 14.45 sailing for Dover. Arrangements made this winter for the running of Train FY from Calais to Switzerland and Italy, in connection with the 10.00 departure from Victoria via Dover, will be strengthened by working Train YF through from Lille, its present terminus, to Calais with coaches and couchettes. It will then be possible to leave Milan at 21.52 to connect with the 16.20 steamer from Calais to Dover.

To cater for weekend traffic from Switzerland an additional train is to be worked from Basel to Calais at 20.43 on Saturdays from July 25 to September 12. This should afford considerable relief to existing services and, by connecting with the 06.30 sailing from Calais, will give a 10.10 arrival in London. A modification of some importance will be made next summer in the Dover—Ostend sailings. The afternoon relief sailing will leave Dover half an hour ahead of the regular sailing and both will connect at Ostend with the various international trains. It will thus be possible to spread the passengers over both boat train services regardless of ultimate destination. Retiming of the westbound *Saphir Express* from Frankfurt will give an 07.47 departure instead of 07.15 and the wait at Cologne will be reduced from 20 to 3 minutes. Arrival time at Ostend Quay will be 14.20 (13.59). Following a request by British Railways for improved arrangements for the conveyance of registered baggage by the *Night Ferry* service between London and Brussels, a through carriage with baggage compartment will be provided daily between Dunkerque and Brussels.

Orient Express Modified

It was proposed at the conference that in view of the small traffic carried by the *Orient Express* between Vienna and Heygeshalom there should be a reduction in the number of days upon which it ran between Vienna and Budapest. The Paris—Bucharest train will, from next summer, run thrice weekly and on the other days the *Orient Express* will run between Paris and Vienna with a fast railcar connection between Vienna and Budapest. A through coach and a sleeping-car to Prague and Warsaw will be worked each day, but on four days a week the sleeping-car will stop at Prague. It will also be possible to reduce the time taken between Strasbourg and Stuttgart by approximately 45 min. in each direction with a consequent benefit in overall journey times to and from points east thereof. There will also be accelerations of about 10 min. over the Swiss section and 15 min. over the Austrian section in the working of the *Arlberg—Orient Express*.

Instead of being combined with the *Tauern Express* to and from Ostend, the *Nord Express* will next summer operate as a separate train, although it will, at certain periods, have coaches for Salzburg attached as far as Cologne. It should be noted that there will be no restrictions on the use of party tickets by the *Nord Express*. The severance of the *Tauern* from the *Nord* will also be accompanied so far as Ostend is concerned by the disappearance of the *Karnten Express*. That train will operate mainly as a through service from Hamburg and Munich to Klagenfurt with additional coaches from Dortmund for Yugoslavia. In previous years the coaches from these German stations have been included in the *Tauern Express*. Except in high summer the latter will include through carriages from Ostend to Klagenfurt—the substitute for the *Karnten*.

London—Hamburg Express to Cease

The *London—Hamburg Express* introduced experimentally in 1957 has proved unsuccessful and will be withdrawn. This step will ease the requirements for connections which face the Zeeland Steamship Company and will enable it to retime its sailings at more convenient hours with the steamers leaving Harwich at 12.15 and the Hook of Holland at noon. With the withdrawal of this train and also of the Hook—Hamburg coach included at certain times last summer in the *Harz Express*, the *Holland—Scandinavia Express* will be strengthened between the Hook and Hamburg on certain days during the peak period. This train has been retimed to give passengers a longer rest aboard the ship and will leave the Hook at 07.08 and arrive there at 22.46. There has also been some acceleration en route so that Copenhagen will be reached at 22.56 (23.20) and Stockholm at 09.45 (11.35). In the reverse direction the departure from Stockholm will be 20.25 instead of 18.25 and the departure from Copenhagen continues to be 07.30. The sleeping-car between Copenhagen and Stockholm will not be withdrawn at the end of the summer as it has been this year.

The *North-West Express* which provides the connections to Scandinavia off the day service to Hook of Holland will not show much change in operation. It will include the Hook—Berlin coach throughout the year as the relief train D271-272 which ran during the peak period last summer will not be reinstated. A problem which will be settled in March, when experience of this winter's traffic is available, concerns the Grossenbrode—Gedser train ferry services. The Danish Railways feel that winter traffic does not justify operation of ferries for the *North-West, Paris—Scandinavia* and *Copenhagen* expresses and has suggested one service each way running in the times of the last-named train.

Services between Britain and France will be much as they were last summer save for the extension of the timetable by a week. There will, however, be a slight reduction in the number of Southampton—St. Malo sailings outside the main summer season.

So far as French Railways is concerned there will be no temporary restrictions on party traffic during the summer in the case of tickets starting from a French port or frontier station and issued outside France. Holders of such tickets will still, however, be precluded from using certain high-speed trains including the T.E.E. services.

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B.T.C. FINANCES

(*Continued from page* 3)

already in operation which will yield several millions of pounds more in 1959 than in 1958.

(*b*) *Further efforts to increase revenue*

The situation as regards fares and charges has been outlined. The drive for more business will, it is believed, bring increased results as the decentralised organisation settles down, and the commercial officers become more adroit at utilising the greater freedom which they have recently been given.

(*c*) *Modernisation to be pushed*

We remain completely convinced that by modernisation and rationalisation our railways can be made to pay their way. It is the key. Although we have been trying to go as fast as possible, we must try to go faster. Above all else we ask for the continuation of Government support in the prosecution of the modernisation plan.

(*d*) *Government assistance*

Whatever the Commission may do to help itself in this crisis, it cannot overcome it without assistance from the Government.

The Commission clearly recognises that before additional aid, even of a temporary nature, is given, the Government must be satisfied that the Commission is doing all in its power to help itself. It would have no objection to the Minister seeking a verification of the critical points in the presentation of the situation from the auditors whom he would appoint: (*a*) that the undertakings which the Commission gave earlier in the year about steps to reduce working costs of British Railways will have been substantially fulfilled by the end of the year; (*b*) that the sudden drop in coal and mineral traffic is the main cause of the present position, and that this drop is due to a fall in the traffic offering rather than to any failure by the Commission to hold its share of these traffics.

(The Minister has accepted this suggestion.—Editor.)

[A Bill to amend the borrowing powers of the B.T.C. will be brought in to meet the new situation. Under the Transport (Railway Finances) Act, 1957, the Commission is authorised to borrow £250 million to cover deficits in 1957 or any of the next six years, but, as indicated above, these total borrowing powers now appear likely to be exhausted on this basis during 1959.]

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Last year the same Corporation ordered equipment from us for thirty new buses and this will be of our latest type with various features of advanced design.
At our Chelmsford Works we have been making electric traction equipment for something over sixty-five years. In the 1890's we supplied electric locomotives for the first underground system, the City and South London Railway, and have amassed a wealth of experience since then. Today we are still at the forefront of traction equipment design, and besides supplying equipment for trolleybuses and other road vehicles, we are equipping underground trains abroad, and some of the latest and most powerful diesel-electric locomotives for British Railways.

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Tender should be sent to the Secretary, Ulster Transport Authority, 21 Linen Hall Street, Belfast, in a sealed envelope, endorsed "Tender for Vehicles," so as to be delivered not later than 5 p.m. on Thursday, November 20, 1958.

An official receipt must be obtained for each tender delivered by hand. Tenders sent by post should be registered.

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ROLE OF PRIVATE ENTERPRISE

C.P.R. President at Institute Luncheon

The anniversary luncheon of the Institute of Transport, held in London on November 11 and the subject of editorial comment on page 1, was notable for a vigourous address by Mr. Norris R. Crump, president of the Canadian Pacific Railway. An abstract of the address follows.

CANADA is peculiarly a problem in transportation—a vast land mass stretching 4,500 miles from Newfoundland in the east to British Columbia in the west. While it is 1,700 miles from the 49th parallel north to the Arctic coast, the width of this long narrow band now generally inhabited does not exceed some two hundred miles. Much could be said of the distortions in the natural continental trade channels which lie north and south to those of east and west by the political decisions that brought Canada into being. It is sufficient to note this aspect vastly accentuates the problem—and costs—of transportation.

Canada is now a nation of over 17 million people and has a gross national product at the current rate of over 32 billion dollars annually. In common with many others, I strongly feel it is a land of unrivalled promise and over the long term is destined to play an important part in Commonwealth and world affairs. On the short term we have never deluded ourselves that we are recession-proof and that with others we are subject to swings of the economic pendulum.

Radical Pattern of Change

Be that as it may, Canadian Pacific is an important part of the country both historically and in substance. Radical as have been the changes in Canada wrought by progress and population growth, the pattern of change in transportation has been even more radical. With the rapid extension of paved highways the private automobile has become our principal competitor in the passenger business—although air travel is becoming increasingly important—while highway trucks, pipelines and the St. Lawrence Seaway have and are altering freight patterns.

Perhaps at this point I should give you a brief picture of some of the activities encompassed by Canadian Pacific. We operate 17,000 miles of railway in Canada and 4,500 miles owned or controlled in the United States. The rail lines are equipped with North American type freight cars of heavy capacity and with all the latest type mechanical appliances such as airbrakes and automatic couplers. Passenger-wise, our crack transcontinental train "The Canadian" is the equal of anything in the world and is supported by a large inventory of modern air-conditioned equipment for use on our other trains.

Diesel Locomotive Utilisation

It is interesting to note that, to provide a daily service with one transcontinental passenger train, it is necessary to have eight complete sets of equipment. Another fact of note is that the diesel locomotive is coupled to the train in Montreal, operates through to Vancouver where it is turned with the train and returns to Montreal for periodic inspection—a run just short of 6,000 miles.

Recently, in an endeavour to reduce costs, we have acquired a fleet of lightweight rail diesel cars that are proving popular. With approximately 950 diesel units we are now doing about 94 per cent of total rail work with that type of locomotive. We own or control trucks operating over almost 10,000 route miles of highway and extending from coast to coast.

Shipping and Air Services

On the sea we operate a fleet of three passenger liners and seven cargo vessels on the North Atlantic, with smaller vessels in coastal, lake and inland waterway services. A replacement for the one older passenger liner is now on order for construction in a British shipyard and will be the largest of the fleet.

The newest arm of our transportation service, if I may term it that, is Canadian Pacific Airlines formed in 1942. Originally an amalgamation of bush operations, it too pioneered in pushing back the frontiers of Canada's northland. With the gradual acquisition of international routes it now operates the world's seventh largest route pattern—some 44,000 miles, albeit somewhat thin in density, and serves five continents. We recently added six Bristol Britannia turboprop aircraft to our air fleet. Up to date no competition has been allowed with the government-owned airline, Trans-Canada Air Lines, on the Canadian transcontinental routes. Hearings are now in progress in Ottawa on our application to institute five such trans-continental routes.

Time does not permit me to cover such operations as hotels, commercial communications, express and other subsidiaries. I might, however, mention that early this year a new subsidiary, Canadian Pacific Oil and Gas Company, was incorporated to manage the oil rights we own in 11 million acres in Western Canada. We are now conducting drilling operations on our own account and to date they have had quite satisfactory results.

Real Test—Profitability

Mere size, however, is no measure of success in transportation, or for that matter, in any other business. The real test is profitability. The Canadian Pacific Railway is the only large railway system anywhere in the world outside of the United States still owned and operated as a private enterprise.

I do not propose to deal with the conditions which led to government ownership of Canadian National Railways in Canada and to nationalisation of railways in other parts of the world, other than to say that the causes were a mixture of philosophy, public policy and accidents in history. But I would like to speak briefly in general terms about private enterprise, with particular reference to transportation. In my country, and I suspect in yours too, we tend to lose sight of the fact that private enterprise has been, and still can be, a powerfully effective instrument in the promotion of public welfare.

The Profit Motive

The profit motive has been attacked, by the use of innuendo and other weapons, as an evil thing—to the extent that businessmen engaged in private enterprise are prone in their public utterances to list profit as the least of their objectives, treating it as a necessary but somewhat objectionable by-product of an otherwise worthy undertaking. In defending the profit and loss system, which is the very essence of private enterprise, we should not be afraid to repeat and to emphasise the fundamental fact, which is that the desire for profit and the fear of loss is the regulator in a free economy which brings land, labour and capital together in combinations designed to maximise the satisfaction of human wants.

In this age when the trends are so strong toward socialism (or state capitalism, if you prefer the term) it would be folly for me to contend that the profit and loss system is the only system under which production can take place for the satisfaction of human wants. I do not even propose to debate the question as to which system is the best. I do, however, salute the many very capable men of high purpose and integrity who serve in the management of State enterprises for the production of goods and services.

But I do not accept the imminent, or even the ultimate, demise of private enterprise. I still believe that the market—where the consumer is free to buy or not to buy, free to choose your product or some other product, and where the seller is under compulsion to produce as efficiently as possible the kinds of goods and services the consumers want most—the competitive market dominated by the desire for profit and the fear of loss is the basis of a good system. It is not incompatible with the currently popular measures for State welfare, provided that the welfare plans are not administered in such a way as to destroy incentive to work or to seek better methods of production.

No Longer a Monopoly

These considerations are pertinent to the field of transportation—in Canada, at least. The railways no longer have a monopoly. In common with others, we are beset with rising wage and material costs. The transportation industry is highly competitive. We believe that public policy in respect of regulation should take cognisance of this fact.

As a representative of the custodians of a large and valuable transportation property, a very substantial portion of which is owned by investors in the United Kingdom, I hope that you may consider this to be an appropriate forum in which to set forth the principles underlying Canadian Pacific policies. These are: (1) We do not seek to restore monopoly conditions in Canadian transportation; (2) we accept the challenge of competition, asking only that it be fair competition; (3) as a transportation enterprise we seek to use any or all tools of transportation toward the end that we may be able to offer our customers a complete transportation service; (4) we strive to keep abreast of technological changes and to make the most efficient use of men, machines, methods, material and money.

In carrying out these policies we are not unmindful of the interests of our shareholders. We do not hide the fact, and we are not ashamed of the fact, that we are trying to make profits and earn dividends. We believe that in so doing, we are acting in the best interests, not only of our shareholders, but also of our employees and of our customers. Our objective is to earn a return on investment that will attract private capital as and when it is needed for transportation to serve the growing demands of Canada and the Commonwealth.

★

OILFIELD TRAILERS

(*Continued from page 5*)

a conventional articulated tractor when desired, though it is used as an independent trailer when hauled by the Water Buffalo.

Bogie Tracks

The rear tracks are of the two-bogie type 12 ft. 9 in. long by 3 ft. wide. Each track is mounted on four solid-rubber tyred wheels, themselves carried on walking beams attached to a rocker shaft built in to the box frame. The forecarriage is of similar full box construction to the main frame and is carried forward to form the drawbar. A screw-type support leg is fitted with an elephant's-foot base. The front tracks are 8 ft. 9 in. long by 3 ft. wide and are each mounted on three wheels, the outer ones being carried on walking beams supported by a rocker shaft built into the forecarriage frame, the rocker shaft also forming the axle for the centre wheel on each side.

The tractor is designed for a payload of 28 tons in a total gross weight of about 44 tons, at which weight the track area provides a ground loading of only 8 to 9 lb. per sq. in.

"WE FIND THIS VEHICLE MOST ECONOMICAL, FUEL CONSUMPTION IS COMPLETELY HALVED.

The pulling power is ample even when carrying a full load of 32 pianos! As to the comfort of the driving cab, judging by the amount of polishing and cleaning which takes place and the number of blankets retained therein, it would seem that it is quite as comfortable overnight as any good pull-up for Carmen! The full windscreen gives excellent viewing and all drivers comment that the new Trader is 'home from home'. We quite honestly have nothing but good to speak of this remarkable vehicle. It is proving its value over and over again and well repaying the initial outlay. We shall most certainly eventually replace ALL our old vehicles with Thames Traders."

Says Mr. G. A. Osborn, Director of Osborn Transport Company Limited, London.

Operators like the earning capacity and the running economy; managers appreciate the dependability, ease of maintenance and nation-wide network of Ford Dealer Service; and drivers acclaim the easy handling and remarkable cab comfort of the NEW THAMES TRADERS. With a complete range from 30 cwt. to 7 tons, these new trucks from FORD are going to lower haulage costs and improve earnings and services whenever they are used! See a Ford Dealer now for the facts.

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RAILWAY EQUIPMENT MANUFACTURE

Visit of Locomotive Engineers

AIR CONDITIONING PLANT AND ELECTRICAL GEAR

RECENTLY a party of members of the Institution of Locomotive Engineers visited the Charlton works of J. Stone and Co. (Charlton), Limited, where they inspected the marine propeller, pattern and core shops, X-ray equipment and the aluminium foundry. The guests were welcomed at luncheon by Mr. B. W. Preston, deputy-chairman, J. Stone and Co. (Holdings), Limited, and proposed the toast of the Institution at luncheon, to which Mr. S. B. Warder, vice-president, responded. An exhibition of other products of the Stone group was provided for the guests and this included a number of items of railway and road transport interest.

Equipment shown included units for Stone-Carrier truck-trailer refrigeration; touring coach air conditioning; pressure ventilation and complete air conditioning for railway vehicles; Stone-Faiveley inter-coach couplers for 3,000 volts d.c. or 1,500 volts a.c.; Stone-Faiveley pantographs, Stone-Kheops inter-coach couplers for medium tension current at up to 600 volts a.c.; Smith-Stone speedometer and overspeed gear; Stone-Vapor steam generators; train lighting generators; and Stone-Mekydro hydraulic power transmission.

Air Conditioning

Stone-Carrier air conditioning plant is used on many of the world's famous trains and is adaptable in its power supply to take axle-generated current, current from an auxiliary engine-generator set, current from the diesel generator on a locomotive or traction current. The equipment comprises compartment type units, roof units and packaged units. A railcar unit has been adapted from a road passenger vehicle design. Plant for the luxury train sets now being built by Metropolitan-Cammell Carriage and Wagon Co., Limited, for the British Transport Commission was also shown. These Pullman trains (six-car and all first-class for London Midland Region services between St. Pancras and Manchester and eight-car first and second-class for Western Region services from Paddington to Birmingham and to Bristol) have underframe-mounted auxiliary power units which supply amenities from lighting and air conditioning to battery charging. The eight-car load in winter is 160 kW and in summer, for cooling, 120 kW.

Each unit comprises an engine-alternator-exciter integrally connected. A Rolls-Royce eight-cylinder horizontal diesel engine (rated at 190 h.p. 1,500 r.p.m.) is used with Stone's three-phase 400 volt, 50 cycle a.c. alternator, continuously rated at 120 kW at 1,500 r.p.m. The alternator is totally enclosed, externally fan-cooled, and automatically controlled by a carbon pile regulator with transformer stabiliser. Each has its own controls and protective devices to safeguard it from fire, overload, over-voltage, and lack of lubrication or coolant. The engine can be started or stopped from either inside the car or from an underframe position. Each power unit is permanently arranged to feed its own distribution feeder system down one side of the train. Unless extreme winter conditions prevail, one power unit will serve as a standby set. The circuits are so arranged that either power unit may be started up to take priority loads, the following power unit catering for the remaining load.

Pressure ventilation equipment for use on British Railways to work with steam heating, electric heating at 1,000 volts or with provision for both was exhibited, as was a Stone-Vapor steam generator to provide steam for heating passenger carriages on diesel or electric hauled trains. These lightweight and compact steam producers also have many marine and industrial applications.

Truck Trailer Refrigeration

The Stone-Carrier truck trailer refrigeration equipment comprises two principal assemblies—a condensing unit and a cooling unit. The condensing unit is usually mounted on the trailer front above the driver's cab, whilst the cooling unit is mounted adjacent to it but within the refrigerated space. When height is available, it is possible for the condensing unit to be suspended beneath the floor of the trailer. It can provide any predetermined storage temperature between 60 deg. F. and 0 deg. F. (15 deg. C. and −18 deg. C.) regardless of ambient temperature, in any trailer or vehicle body of maximum length 30 ft. that has been adequately insulated. Once the plant has been started up, it operates without further supervision. The changeover from cooling to heating, or vice versa, is performed automatically. So is defrosting, which is achieved by Carrier's "hot gas" system. The refrigerating compressor is driven by a diesel engine, and an auxiliary electric motor can be provided if desired. The equipment can also be adapted for railway vehicles.

Avoiding Cold Starts

Primarily designed to maintain coolant water temperatures in diesel engines, and thereby avoid adverse operating conditions in warming-up periods, the Stone-Vapor Watchman has important applications in large domestic hot water and central heating systems. It is an oil-fired hot water heater and circulator of 125,000 B.T.U. per hr. capacity, with fully automatic heater operation. A single electric motor drives the forced draught fan, fuel and circulating water pumps, and runs continuously with the burner cycling on and off under thermostatic control.

The design is robust and based on extensive railway experience. Applied to diesel engines, the Watchman maintains them in readiness for immediate service—drastically reducing fuel consumption, the formation of oil sludge and "dew" condensation, and piston and liner wear. They are being supplied for Wagons-Lits coaches and a large number is going to the Western Region of British Railways for use on 1,000-h.p. and 2,000-h.p. diesel-hydraulic locomotives.

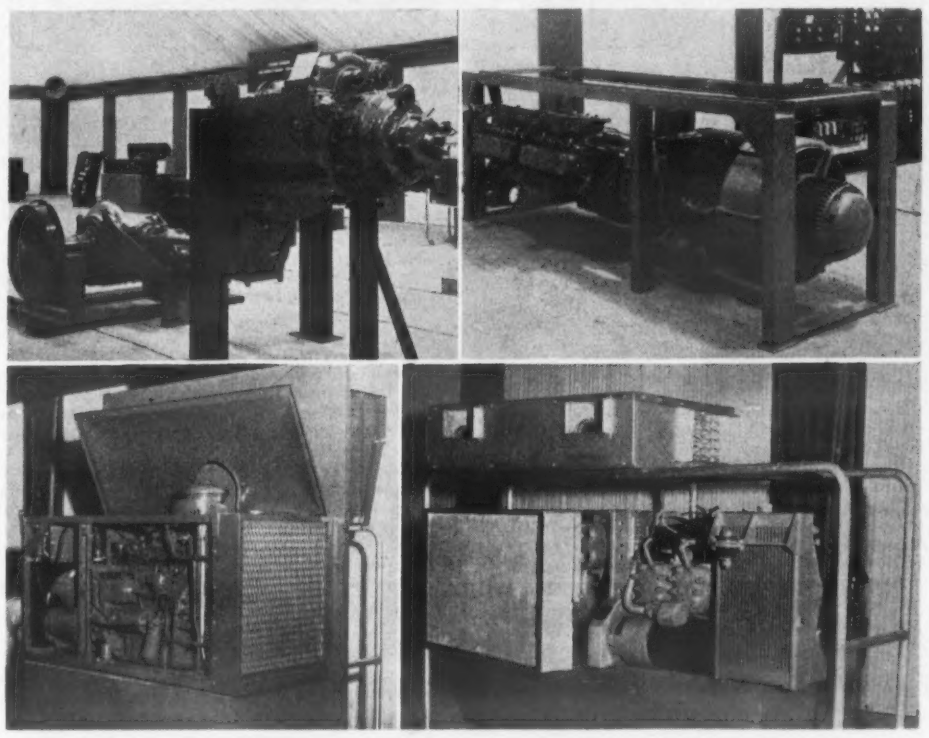
Another application of the Stone-Vapor steam generator is in the Upgrader steam cleaner which generates its own high-pressure steam and combines it with cold water in an injector. The steam heats the water and forces it through the hose and cleaning lance at 250 lb. per sq. in., which is double the original steam pressure. Output is controlled and may be regulated down to a fine mist when circumstances require it for delicate cleaning.

The Latest Pantograph

One of the exhibits which will be seen in increasing numbers in Britain as 25,000-volt electrification proceeds is the Stone-Faiveley pantograph of Type AM. It is a development of that adopted by the S.N.C.F. for high-speed duties after U.I.C. tests. It is designed to operate at speeds up to 100 m.p.h. in either direction of running and, despite its asymmetric appearance, is in fact aero-dynamically symmetrical, giving identical results in both directions of running. It has been studied in detail both on the line and in the wind tunnel to ensure that its performance complies with the exacting requirements of running on lightweight catenaries. It is arranged so that a fixed proportion of the total line pressure is applied by the lifting springs and the remainder is applied aero-dynamically, depending on the speed of running. One was illustrated on the L.M. Region electric traction training locomotive, E1000, in our issue of November 1.

The base is made up of a welded steel assembly and the articulated members are principally of alloy steel tubing for strength, rigidity and a minimum of weight. The operating air motor is arranged in such a manner that, once the pantograph has been raised, the motor is completely disconnected from the moving system and therefore friction due to this element is eliminated. The air motor is connected through a throttle valve which ensures a suitable speed of rise and fall and, should the air supply fail, the pantograph is automatically withdrawn from the line and rendered safe. The collector is arranged to collect currents up to 900 amperes on lightweight single catenaries at voltage of 6.25 Kv. or 25 Kv. The insulators are designed and have been tested for extreme mechanical strength and electrical insulation. To comply with the present requirements of British Railways, the model has been adjusted so as to give 20 lb. static pressure plus an increase at 100 m.p.h. of 2 lb. and the accuracy of the pressure is of a very high degree, being overall under 2 lb. An order for 500 is now being executed for the B.T.C.

Before proceeding to Charlton the Institution of Locomotive Engineers party had been to Erith to inspect the Fraser and Chalmers Engineering Works premises of the General Electric Co., Limited, where they were received by Mr. R. N. Millar, general manager.



Some Stone group products: Stone-Mekydro power transmission; Rolls-Royce—Stone diesel alternator set for auxiliary services on Metropolitan-Cammell high-speed Pullman trains for British Railways; below, compressor unit of Stone-Carrier truck trailer refrigeration plant; and, right, Stone-Carrier air-conditioning equipment for buses

In Production for Britain's Electric Railways

BTH Express Locomotives

Faster journeys and cleaner trains and stations are just a few of the advantages which will be enjoyed by passengers on Britain's electrified railways. While work on the overhead line goes ahead, BTH are building twenty-five complete 3,300 h.p. locomotives and electric traction equipment for another forty, all of which will operate on the 25 kV, a.c. system. Trial runs will begin next year.

The locomotives are being equipped with BTH mercury-arc rectifiers and associated transformers, traction motors, and the latest type of camshaft tap-changing control.

BTH are also working on another British Transport Commission order for thirty-five sets of a.c. electric equipment for multiple-unit stock, incorporating germanium rectifiers. This is the first bulk order of its kind in the world.

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for 105 D/D vehicles

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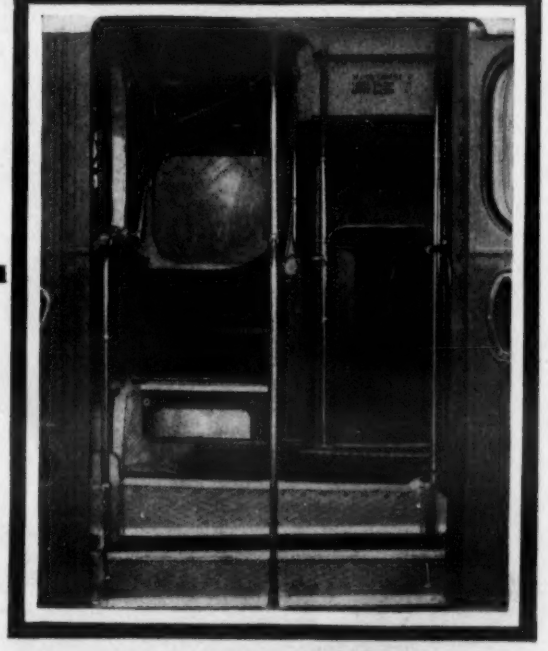

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PETERS

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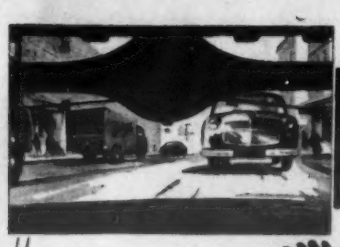
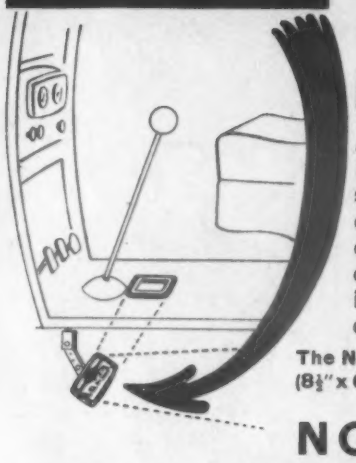


Reversing DANGERS BANISHED!

NOW YOU CAN SEE ALL THE ROAD BEHIND THE VEHICLE *thanks to the*

NOTEK REVERSASCOPE



At last a real solution to the problem of reversing has been found. The driver looks straight down through a viewing cover in the cab floor, into the mirror below, to obtain a clear panoramic view of what is going on directly behind the vehicle, both close up and in the near distance—the part of the road that can't be seen in the normal exterior mirrors.

The NOTEK "REVERSASCOPE" consists of a viewing cover (8½" x 6") with a robust convex mirror (9" x 5½"). Price £7.4.0.

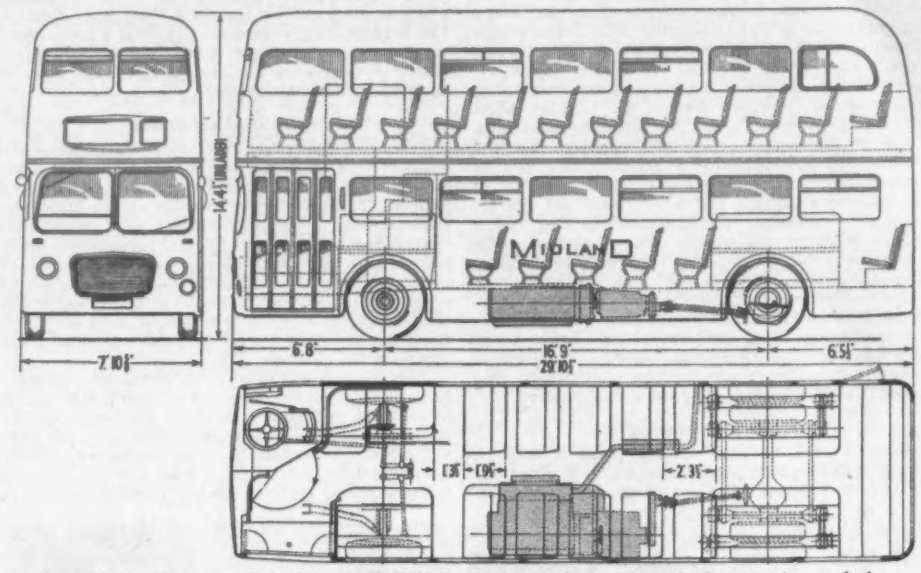
NOTEK, BROMLEY, KENT

ANOTHER REVOLUTIONARY BUS DESIGN

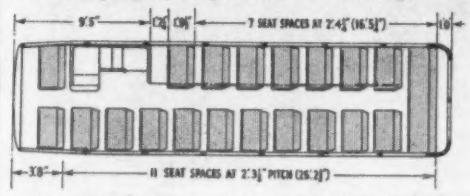
Underfloor-Engined Double-Decker

IN about a year's time a further revolutionary bus will be entering service for Midland "Red," designed and built, as is practically all the fleet, in the company's own shops. This vehicle provides for 79 seats in a front-entrance double-decker (36 down and 43 up) and this great capacity is provided as a result of the incorporation of an underfloor engine, placed amidships as shown on the accompanying diagram. This is made possible by the new ground clearance regulations and involves very little disturbance to the seating layout. This design is a great achievement by the chief engineer of the Birmingham and Midland Motor Omnibus Co., Limited; Mr. Eric Tuff, and his general manager, Mr. Donald M. Sinclair. The design work for the prototype has been completed and it will be built, tested and ready for production in the next 12 months. Different from recent B.M.M.O. practice, the D10 double-decker will have a front entrance. It may be recalled that when, in the early thirties, double-deck operation was resumed after an interval of some years, a front-entrance design was used.

A feature of the new design is that the engine, of 10½ litres capacity, will be located amidships under the floor. The lower deck floor will be flat, except for slight cowling, not exceeding 2½ in. in height, over the engine unit and the flywheel.



General arrangement of the 79-seat B.M.M.O. double-decker with underfloor engine and the layout of the lower deck



Upper deck layout of the new double-decker

Rubber Suspension

Structurally, the new double-deck omnibus will follow the lines of the S.14 single-deck vehicle and the recently introduced D.9 double-deck vehicle. It will incorporate constant periodicity rubber suspension, the front being independently sprung; disc brakes; and semi-automatic transmission. Glass fibre panelling will be used extensively.

Special care has been taken to provide a staircase which will be easy for passengers. It is of the near straight type, and to permit of this being incorporated, two seats have been sacrificed on the upper deck. The seating capacity can be a maximum of 79 seats. Particular attention has been paid to passenger comfort, in respect of ease of access, seating, heating, and ventilation, and the driver's cab will provide the maximum of comfort and ease of control. In respect of the latter, it is probable that power-steering will be incorporated.

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BRISTOL — 70 Prince Street — BRISTOL 22315
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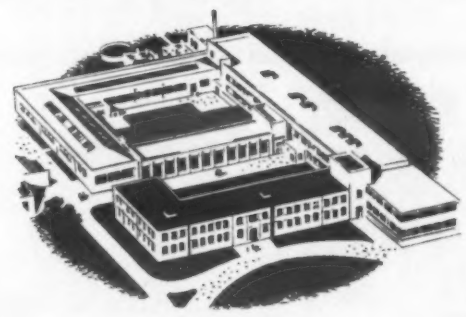

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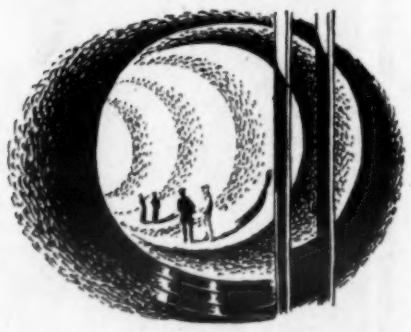
At Banbury, metallurgists study continuous casting, corrosion problems and alloy formulation. Chemists investigate the problems of surface conditions, anodising, brightening and electro-plating. Engineers study fatigue and deformation and the techniques and "know how" of forging, rolling and extruding aluminium. Physicists study re-crystallation of cold-worked aluminium, heat transfer and methods of X-ray inspection.

The heart of the problem

Other departments apply the findings of the research specialists to the specific problems of design and welding, publish the results of the research programme to our associate companies and help the technical sales staff to solve the day-to-day problems that customers face.



This research and development work done at the Banbury Laboratories ultimately benefits British industry as a whole. These facilities are costly and represent the application of scientific and industrial skill of the very highest kind. The laboratories of the Aluminium Limited Group of Companies are an investment in the future of the aluminium industry.

If you would like to take advantage of these facilities why not consult—

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An Aluminium Limited Company

SOCIAL AND PERSONAL

President-Elect of I.A.T.A.

THE 15th annual meeting of the International Air Transport Association will open in Tokyo on October 12 next year. Mr. Seijiro Yanagita, president of Japan Airlines, is president-elect. The 16th annual meeting will be held in Copenhagen in 1960 at the invitation of the Scandinavian Airlines System.

* * *

Mr. Cyril Smith has been elected president of the Railway Correspondence and Travel Society in succession to the late Mr. H. J. Stretton-Ward.

* * *

Sir Brian Robertson, chairman of the British Transport Commission, is to address the political and economic circle of the National Liberal Club on November 25. His subject will be "The Railway Revolution."

* * *

Mr. Arthur Griffiths, O.B.E., M.I.P.E., a director and general manager of the Daimler Co., Limited, at Coventry since 1956, has now taken up the post of group managing director, Sterling Industries, Limited, of Chard. Mr. Griffiths was formerly a director and general manager of F. Perkins, Limited, from 1948, but before joining Perkins, he held senior positions with the Ford

Mr. A. Griffiths

Motor Co., Limited. He was awarded the O.B.E. in 1953. Mr. Griffiths is a liveryman of the Worshipful Company of Coachmakers and Coach Harnessmakers and a Freeman of the City of London. Sterling Industries controls Dualloys, Limited, Sintered Metal Components, Limited, Sterling Instrument Co., Limited, and Exactor, Limited.

* * *

Mr. J. Smith, J.P., M.I.Mech.E., A.M.I.Mar.E., has been appointed technical director of Petters, Limited.

* * *

Mr. John R. Turner, chief commercial manager, Coast Lines, Limited, has been appointed a director of that company.

* * *

Sir Leonard Isitt has been reappointed chairman of the New Zealand National Airways Corporation and Mr. Worrall is appointed deputy chairman. Sir Leonard was also reappointed chairman of Tasman Empire Airways.

* * *

The many friends of Colonel A. Jerrett, managing director of Guy Motors, Limited, will be pleased to hear that there has been a definite improvement in his health during the past few weeks, although he is still not well enough to return to business.

* * *

Mr. F. N. Sutherland, C.B.E., M.A., M.I.E.E., for 11 years general manager of Marconi's Wireless Telegraph Co., Limited, has been elected to the board and appointed managing director. He has also been elected a director of Marconi Instruments, Limited.

* * *

Mr. A. L. Stock, managing director of the Morgan Crucible Co., Limited, has been elected chairman of the London Chamber of Commerce in succession to Sir Harold Gillett, who has vacated the office on becoming Lord Mayor. Mr. R. L. Wills was elected deputy chairman and Mr. F. H. Tate treasurer.

* * *

We regret to record the death of Mr. T. A. Guest, O.B.E., A.M.I.Mech.E., former chief mechanical engineer of the Manchester Ship Canal Company, who retired in 1951 after 30 years' service with the company. He was responsible for the design of the 250-ton floating crane, the first diesel tugs and the grab-hopper dredger and a number of special locomotives for duty at Stanlow and Ellesmere Port.

* * *

The late Mr. R. C. Batten, a member of the East Ham coach business whose Tilbury service was acquired by the London Passenger Transport Board, left £50,306 (gross £57,125). After the above acquisition the business, previously Amalgamated Omnibus Services and Supplies, Limited, was reconstructed as Battens Coaches, Limited, to carry on the remaining excursions, tours and private hire.

The R.O.D. officers' reunion dinner is to be held on November 21 at the Transportation Club, London, S.W.1. In the chair will be Sir Michael Barrington-Ward.

* * *

Mr. N. Dickinson, latterly field sales manager of the Clayton Dewandre Co., Limited, will in future be engaged on special assignments on behalf of Mr. S. J. Barnes, the director and general manager.

* * *

Mr. J. H. Gent, sales manager of Tyresoles, Limited, is to assume responsibility for the implementation of sales policy in all fields. Mr. A. W. Pithouse, for many years national sales executive, will co-ordinate all services required by national fleet operators throughout the country.

* * *

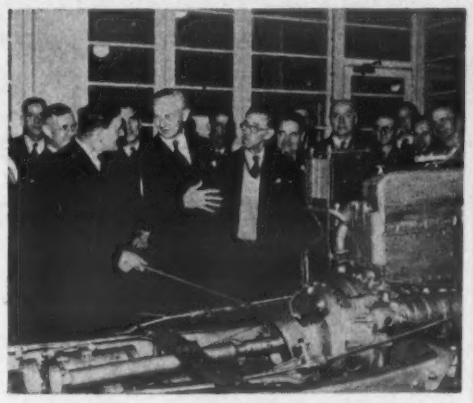
In all 1,339 drivers of Manchester Corporation Transport Department have qualified for awards under the national safe driving competition of the Road Operators Safety Council for 1957. Included in the awards, to be presented on November 17 and 24, are one 20-year and three 15-year brooches.

* * *

Mr. L. S. Higgins, M.A., A.M.Inst.T., at present assistant traffic manager of the East Kent Road Car Co., Limited, has been appointed assistant traffic manager of Maidstone and District Motor Services, Limited, in succession to Mr. D. G. F. Rawlinson who left recently to become traffic manager of East Midland Motor Services, Limited.

* * *

The London Midland Region Lecture and Debating Society and members of the Railway Students' Association were to take part in a joint debate at Euston on Thursday this week on the motion "That the quality of transport service is more important than the matter of price." The chairman was to be Mr. David Blee, general manager, London Midland Region, and a past president of the Railway Students' Association.



Mr. G. R. H. Nugent, Joint Parliamentary Secretary, Ministry of Transport, visited the London Transport bus training centre at Chiswick last week. He was accompanied by Sir John Elliot, chairman of London Transport, and other officers. Here Mr. Nugent (hand raised) joins a class of trolleybus drivers from Carshalton and Bexleyheath depots, undergoing a conversion course to enable them to drive buses

Mr. F. H. M. Lloyd, A.F.R.Ae.S., hitherto commercial sales manager and contracts manager of the de Havilland Aircraft Co., Limited, was recently appointed sales manager. Mr. J. A. Grace was made commercial manager.

* * *

Mr. A. S. Minnis has been appointed advertising and publicity officer of the Ulster Transport Authority following the retirement on reaching the age limit of Mr. E. N. Carrothers. Mr. Minnis joined the former Northern Ireland Road Transport Board in 1936 and had served in a number of departments in the traffic section. He has been assistant advertising and publicity officer since 1951.

Mr. A. S. Minnis

* * *

Mr. C. W. Guillebaud is to be the chairman of the independent committee which is to conduct an inquiry into railway workers' pay. The names of the other two members of the committee were expected to be announced later this week. Mr. Guillebaud, who is Emeritus University Reader in Economics at Cambridge, is chairman of the Road Haulage Wages Council and has served on many other wages councils and boards and is a member of the Industrial Disputes Tribunal. He was chairman of the Court of Inquiry which examined a railway pay dispute in 1947. His appointment as chairman of the railway pay review committee was on the unanimous invitation of the British Transport Commission and the three railway trade unions.

Mr. R. F. Hanks, chairman of the Western Area Board of the B.T.C., entertained the Minister of Transport at an informal luncheon at the Great Western Royal Hotel, Paddington

Left to right, Messrs. M. G. R. Smith, chief civil engineer; J. R. Hammond, assistant to general manager (modernisation); A. C. B. Pickford, assistant general manager (traffic); J. W. J. Webb, regional accountant; R. G. Henbest, estate and rating surveyor; K. W. C. Grand, general manager; H. G. Bowles, assistant general manager; C. J. Rider, public relations and publicity officer; Harold Watkinson, Minister of Transport; A. W. J. Dymond, supplies and contracts manager; R. F. Hanks, chairman, Western Area Board; S. G. Ward, regional establishment and staff officer (behind Mr. Hanks); R. A. Smeddle, chief mechanical and electrical engineer; Dr. C. T. Newnham, regional medical officer; and A. W. Woodbridge, signal engineer

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HERBERT TERRY & SONS LTD., *Spring Specialists,* **REDDITCH, WORCS**

The SCAMMELL HIGHWAYMAN

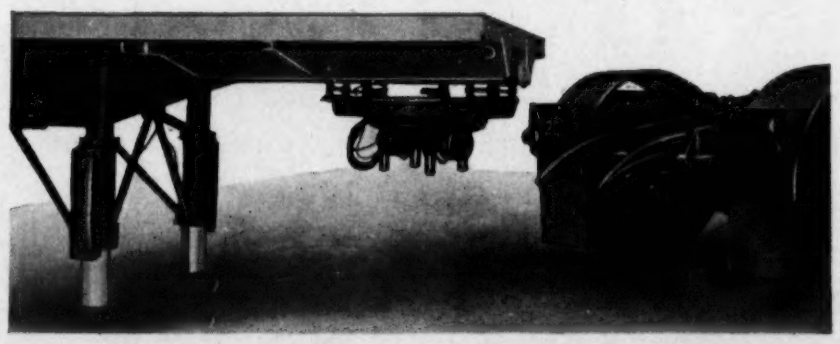
with heavy duty fully automatic telescopic leg coupling gear

BRINGS PURPOSE-BUILT FLEXIBILITY TO TRUNK-ROAD TRANSPORT

Suitability of purpose and reliability are symbolic of the Scammell HIGHWAYMAN range of articulated vehicles. The Heavy Duty Automatic Coupling Gear is an additional feature which commends itself especially to operators who use various types of semi-trailers in turn to meet seasonal demands or as mobile storage containers—a particular asset where storage facilities are limited—also to long distance haulage contractors for simple and speedy changeover of semi-trailers at interchange points on the road. Telescopic support legs on the semi-trailer and the locking hook release are operated by air pressure while instant coupling and uncoupling is effected without the driver leaving his seat.

Particularly featuring driver comfort, the new HIGHWAYMAN cab has a panoramic windscreen and large rear windows for clear all round vision. Provision is made for built-in heating and demisting, screen washers and radio.

The HIGHWAYMAN range includes tankers, hoppers, pressure containers for powdery and granular materials, and machinery transporters each forming a completely design-matched articulated vehicle to meet the particular requirements of the industries concerned.



Scammell HIGHWAYMAN articulated 8-wheeled triple compartment, frameless 3,800 gal. capacity acid oil tanker fitted with Scammell Heavy Duty Automatic Coupling Gear.

Scammell HIGHWAYMAN articulated 8-wheeled frameless powder transporter with air pressure assistance for discharging load to a height of 100 ft. or for a distance of 1,000 ft. horizontally. Fitted with Scammell Heavy Duty Automatic Coupling Gear.

SCAMMELL LORRIES LTD.

Head Office & Works: WATFORD, HERTS. Telephone: Watford 2/5231 & 2/5691

IMPORTANT CONTRACTS

East Coast Resignalling

THE largest contract ever placed by British Railways for signalling equipment has been received by the Westinghouse Brake and Signal Co., Limited. It comprises the supply and installation of four-aspect colour-light signalling between Newcastle (Heaton) and Burnmouth on the East Coast main line, a distance of approximately 70 miles. Westinghouse O.C.S. route relay interlockings are to be provided at Heaton, Benton and Tweedmouth and three Westronic c.t.c. installations are also included. The whole scheme is designed to be suitable for operation with 25,000 volts a.c. traction and comprises approximately 400 main colour-light signals, 500 Westlyte shunt signals, 200 sets of power-operated points, 900 track circuits and 300 O.C.S. routes.

Replin for Public Transport

The hard-wearing quality and extensive colour and design range of British Replin have resulted in its use for a number of upholstery applications in public transport recently. It has been used for the seating of the London Midland Region *Caledonian* express train and Danish State Railways is using it extensively in buffets and restaurants. The latest order comes from British Railways, which is using the fabric in a number of coaches now being built at Derby.

North Eastern Region Contracts

Recent contracts placed by the North Eastern Region of British Railways include the following:

A. Herbert, Limited, Coventry, for a No. 3 pre-optive hexagon turret lathe for Darlington locomotive works.

T. B. Pearson and Son, Limited, Newcastle, for a power-operated guillotine for Darlington locomotive works.

Jones and Shipman, Limited, Leicester, for a universal grinding machine for Darlington Faverdale works.

Standard Telephones and Cables, Limited, London, for control panels at Tollerton and Pilmoor.

G. P. Dennis, Limited, Liverpool, for three medium-voltage switchboards at Faverdale wagon works.

Scottish Machine Tool Corporation, Limited, Johnstone, for a guillotine shearing machine at Walker Gate works.

Middle East Oil Production

Figures announced for the production of crude oil during the first nine months of this year in the Middle East show that at Kuwait, where British Petroleum has a 50 per cent interest, production for the period January 1 to September 30 was 50,713,551 tons. The Iraqi fields of the Iraq Petroleum Company Group (in which BP is a shareholder) produced 25,254,645 tons during the same period. At Qatar the nine months' production by the Qatar Petroleum Company, a member of the I.P.C. Group, was 5,979,127 tons, while in South Iran, where B.P. has a 40 per cent interest in the operations, production of crude oil for the first nine months of 1958 was 29,846,000 tons.

Locomotives for Steelworks

An order for 10 0-6-0 4 ft. 8½ in. gauge diesel-hydraulic-mechanical shunting locomotives has been placed by the South Durham Steel and Iron Co., Limited, with John Fowler and Co. (Leeds), Limited. Weighing 35 tons in working order and with an initial tractive effort of 21,000 lb., this locomotive is powered by the Leyland-Albion EN900 supercharged diesel engine developing 230 b.h.p. at 1,610 r.p.m. and has hydro-mechanical transmission similar to that developed recently for Ulster Transport Authority diesel railcars. In the Fowler locomotive this comprises a Schneider single-stage torque converter, Wilson air-operated three-speed epicyclic gearbox and air-operated forward-reverse gearbox, all supplied by Self-Changing Gears, Limited.

Automatic Cordless Telephone Exchange

The first cordless telephone switchboard to receive Post Office sanction in Britain is now in operation at the European headquarters of the Canadian Pacific Railway Company in Trafalgar Square, London. The switchboard controls a private automatic branch exchange, manufactured by Automatic Telephones and Electric Co., Limited, which has 110 extensions, 29 outside lines and four private lines to other C.P.R. offices. Jacks, plugs and cords are replaced by rows of push-buttons and the familiar dial is fitted for emergency use only; the operators use the much faster key-sending system of calling both internal and external numbers. The new exchange incorporates many automatic and time-saving functions and is worked by two operators compared with four required for the conventional equipment previously used.

Eastern Region Contracts

The Eastern Region of British Railways has placed the following contracts:

Ransomes and Rapier, Limited, Ipswich, for one Rapier 7 standard diesel-electric mobile crane.

Peter Lind and Co., Limited, Westminster, S.W.1, for alterations to five bridges between Westcliff-on-Sea and Shoeburyness.

T. W. Ward, Limited, London, W.C.2, for Fowler Challenger 3 tractor fitted with Bray angledozing equipment.

Wellerman Bros., Limited, Sheffield, 3, for reconstruction work on three bridges between Broxbourne and Bishop's Stortford.

Dorman Long (Bridge and Engineering), Limited, Luton, for reconstruction work on bridge over Graham Road between London Fields and Hackney Downs.

Samuel Butler and Co., Limited, Stanningley, for repairs to steelwork of train ferry terminal berth at Harwich.

The Siemens and General Electric Railway Signal Co., Limited, Wembley, for alterations to impedance bond track circuits and supply and installation of extra troughing between Shenfield and Southend Victoria and Shenfield and Chelmsford.

The Churchill Machine Tool Co., Limited, Manchester, for one locomotive axle journal regrinding machine for Doncaster Locomotive Works.

Charles R. Price, Doncaster, for reconstruction of bridge over River Smite between Elton and Orston and Aslockton.

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TENDERS INVITED

THE following items are extracted from the Board of Trade Special Register Service of Information. Inquiries should be addressed, quoting reference number where given, to the Export Services Branch, Board of Trade, Lacon House, Theobalds Road, London, W.C.1.

November 21—Pakistan.—Ministry of Communications for 11 5 ft. 6 in. gauge MAIN-LINE DIESEL LOCOMOTIVES. Quote also additional cost of dynamic brakes and of spare parts for three years. Tenders to the Director-General (Railways), Railway Division, Ministry of Communications, Government of Pakistan, Karachi. (ESB/24221/58.)

November 21—Formosa.—International Co-operation Administration for one 1,100-gal. NIGHT-SOIL COLLECTOR and one 37-seat BUS. Tenders to the General Services Administration, Federal Supply Service, National Buying Division, 7th and D Streets, S.W. Washington 25, D.C. (ESB/27062/58/ICA.)

November 22—India.—Director-General of Supplies and Disposals for 58 heavy-duty diesel CRAWLER TRACTORS for jungle clearance. Photocopies of tender documents from Export Services Branch, B.o.T., price 10s. (ESB/23578/58.)

November 24—Greece.—Ministry of Finance for 65 combined-gauge TURNOUTS, 72 standard-gauge TURNOUTS and four EQUIPMENTS for the transfer of centre lines. Photocopies of tender documents from Export Services Branch, B.o.T., price 9s. (ESB/27694/58.)

November 26—Burma.—Union Purchase Board for 50 12-volt nine-plate BATTERIES. Tenders to the Director-General, Union of Burma Purchase Board, St. John's Road, Rangoon. (ESB/2740/58.)

November 28—India.—Director-General of Supplies and Disposals for quantities of items of railway SIGNALLING EQUIPMENT. Photocopies of tender documents from Export Services Branch, B.o.T., price 15s. (ESB/26760/58.)

SHIPPING and SHIPBUILDING

New Decca Marine Radar

A COMPLETE range of entirely new marine radar, the D7 series, is announced by Decca Radar, Limited. For the first time a complete series of radar sets has thus been designed and produced with the object of fulfilling without compromise the specific needs of each individual class of ship. There are seven new radar sets, including two new true motion radars, which will enable the shipowner to select from the planned range of a single manufacturer, the radar set offering the performance standards of his choice and at the price he can afford to pay. They have powers varying from 10kW to 75kW and the range is 48 miles. Prices of the new sets are between £1,000 and £3,000 and the standards of performance and reliability are claimed to be higher than at present available in any comparable equipment. Each radar is of the most advanced design employing modern techniques including printed circuits.

Enlarged Harbour at East London

THE harbour at East London in South Africa will be widened by 230 ft. next month to allow ships of up to 30,000 tons to enter. Mr. B. Schoeman, South African Minister of Transport, will detonate a charge blowing up a rock wall which stands between the excavated area and the sea. The new harbour area will thus be flooded.

Japanese Trade Fair Afloat

WITH an eye to further markets in South and Central America, the 10,447-ton Japanese cargo ship *Atlas Maru* is being converted at Kobe into a floating trade fair. Booths measuring 6 ft. square are being fitted in her for 360 exhibitors supporting the project. Two lifts are being fitted in the holds to help cope with the thousands of people expected to visit the ship at the various ports of call. The *Atlas Maru* is expected to leave Japan on December 5 and the tour will last for five months.

Suez Canal Record

LATEST returns published by the (Egyptian) Suez Canal Authority show that during September a new record for the daily average number of transits was established. The new record was 50.4, surpassing the previous record of 49.9 set up in May last. During the month 1,512 ships, of 13,316,088 tons net, transited the Canal, compared with 1,396 of 11,818,294 tons, in September of 1957. There was also a substantial rise in the cargo carried. This totalled 12,113,926 tons during the month, against 11,362,000 tons in the same month of 1957.

New Israel Shipping Company

THE Israel Government has approved the establishment of a new shipping company to own and operate the two 46,000-ton supertankers which were recently ordered in Japan. Half of the shares of the new company will be owned by Somerfin, a Swiss company which owns and operates a number of oil tankers and is connected with Greek tanker interests. Afikei Neft, an oil transport company owned by the Israel Government, and Zim, the Israel Navigation Company, will equally share the other 50 per cent. The Israel Minister of Transport will hold a deciding share on matters vital to state interests.

Dock Improvements at Grimsby

THE West Quay of the B.T.C.-owned Royal Dock, Grimsby, is to be modernised at a total estimated cost of £165,000. The work provides for the widening of the quay from 36 ft. to 66 ft. and other improvements. Three new 7½/3-ton electric cranes will be installed in replacement of four hydraulic 3-ton units, and two 3-ton electric cranes will be transferred from the east side of the dock. Hydraulic power will be discontinued, and diesel tractors used in place of capstans. The West Quay is 1,033 ft. long and is used mainly by cargo liner vessels trading with Norway, the Netherlands and Northern France. Inward cargoes consist of dairy produce and other foodstuffs, wood pulp and wood manufactures; while outward cargoes are chemicals, machinery, vehicles and iron and steel. The work now to be undertaken should facilitate the handling of these traffics and improve the turnround of ships.

West German Laid-up Shipping

LAID-UP shipping in West German ports has fallen rapidly in the past two months, claimed Herr R. Bertam, a member of the West German Shipowners Association, at the opening of the Association's recent conference. He said that West Germany had 135,000 gross tons of laid-up shipping out of a merchant fleet of nearly four million tons. But throughout the world eight million tons were still laid-up, which meant that Germany was comparatively well off, he declared. West Germany had already cut her total of laid-up shipping from 400,000 tons at the height of the recession last April to 243,575 tons early last month. Mr. Bertam criticised flag discrimination. Saying that German ships carried only 35 per cent of the country's foreign trade, he stressed that West German shipowners wanted to compete freely and on an equal footing as regards freights with their foreign competitors.

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FINANCIAL RESULTS

NOTES on the trading results, dividends and financial provisions of companies associated with the transport industry are contained in this feature, together with details of share issues, acquisitions and company formations or reorganisations.

Duple Motor Bodies

Duple Motor Bodies, Limited, had a good year in 1957-58; net profits rose to £151,127 (£61,506), from which tax £79,850 (£35,233). Profit of parent company was £137,844 (£50,877).

Spurling Motor Bodies

Group turnover of Spurling Motor Bodies, Limited, in 1957-58 was £4,305,283 (£3,642,736) and the profit rose from £103,997 to £125,789, subject to £77,715 (£65,640) tax. Dividend is 15 per cent (same) and interim for 1958-59 5 per cent.

Rootes Motors

Rootes Motors, Limited, announce that for the year ended July 31, 1958, consolidated group profits were £3,484,357 (£823,565) before depreciation. A dividend of 4 per cent (same) is recommended on the ordinary and "A" ordinary shares for the year. The board has declared a special interim dividend of 4 per cent for the year to July 31, 1959.

British Motor Corporation

Accounts of the British Motor Corporation, Limited, for the year ended July 31, 1958, show that group profits were £24,549,239 (£11,219,504), deduct depreciation £3,853,439 and U.K. tax £11,459,650, leaving £9,236,150. Transfer to dividend equalisation reserve is £6,500,000 (nil). The final ordinary dividend is 8¼ per cent, making 12½ per cent for the year.

The Graviner/B.S.R.A. Oil Mist Detector is approved by the Ministry of Transport and Civil Aviation for use in British Passenger Ships, and is acceptable for installation in ships classed with Lloyd's Register of Shipping.

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DETECTOR

The Graviner B.S.R.A. Oil Mist Detector safeguards against explosion by continuously monitoring the atmosphere inside every part of a diesel engine's crankcase. An accumulation of oil mist can be detected and an alarm raised long before it reaches explosive proportions. Oil mist generated by overheated bearings, piston skirts, cylinder sleeves or crankcase walls heated by scavenge duct fires, is readily detected by the Graviner B.S.R.A. Detector. When used in conjunction with a special chart recorder

GIVES EARLY WARNING OF A MECHANICAL DEFECT

INDUSTRIAL THERMOSTATS, OVERHEAT SWITCHES AND AIRBORNE FIRE PROTECTION EQUIPMENT

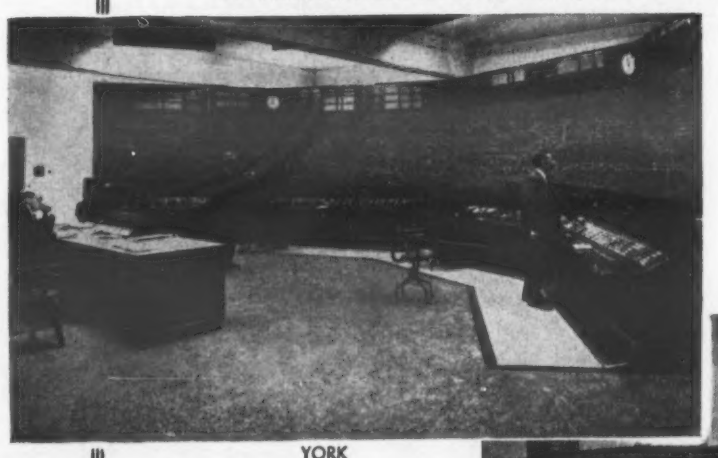
"as good of their kind as can be seen anywhere . ."

Signalling

"Modern signalling is, in a sense, a part of track improvement. "Railway signalling has become extremely scientific . . . . . The "installations at York and Cowlairs (Glasgow) are about as good "of their kind as can be seen anywhere . . . . .

"A modern lay-out enables much more intensive use to be "made of the line, makes higher speeds possible, saves staff "and, incidentally, is safer. As it is technically complicated, it is "expensive, but in spite of this it is an excellent and indeed "essential investment. There are many such schemes in hand at "present of which important examples are to be seen at "St. Pancras, Manchester (Victoria) and Newcastle."

The above extracts are from an article by Sir Brian Robertson, Chairman of the British Transport Commission, which appeared in the Magazine of Unilever, "Progress," Winter 1957-58 issue.



YORK

COWLAIRS

ST. PANCRAS

The contracts for these installations were entrusted to

WESTINGHOUSE

Since the article appeared, St. Pancras has been brought into service, whilst Manchester (Victoria) and Newcastle are amongst other large Westinghouse installations now in progress.

Westinghouse Brake and Signal Co. Ltd., 82 York Way, London, N.1

Saxby & Farmer (India) Private Ltd., Calcutta **McKenzie & Holland (Australia) Pty., Ltd., Melbourne**
Westinghouse Brake & Signal Co. S.A. (Pty.) Ltd., Johannesburg. *Agents:—Bellamy & Lambie, Johannesburg*

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